

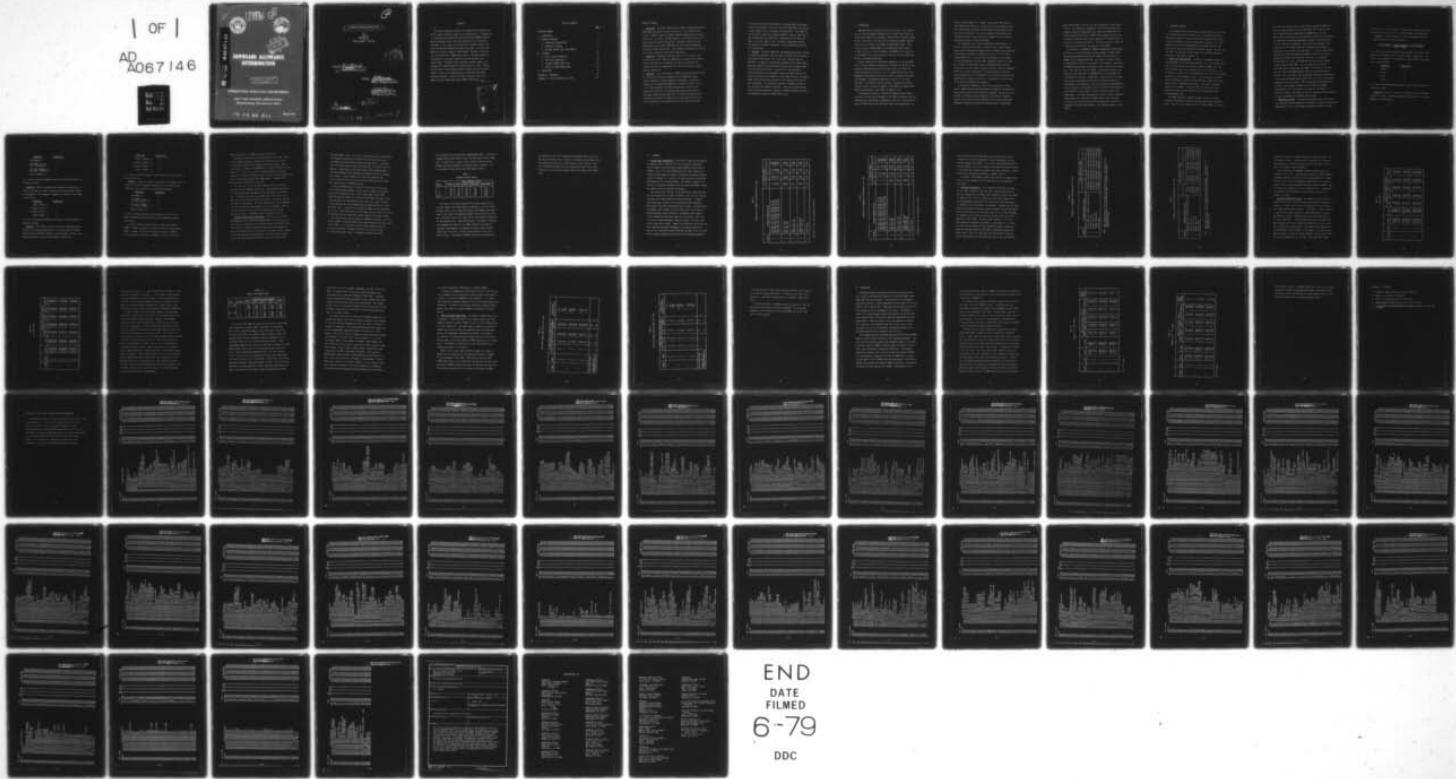
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OPERATIONS ANALYSIS DEPARTMENT

NAVY FLEET MATERIAL SUPPORT OFFICE
Mechanicsburg, Pennsylvania 17055

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Report 136

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⑥ SHIPBOARD ALLOWANCE DETERMINATION

⑭ REPORT 136

PROJECT NUMBER: F9241-E18



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ABSTRACT

This study evaluates a proposal for coding military essentiality and for varying shipboard support by this essentiality. The objective is to determine the feasibility of using historical CASREP (Casualty Reporting System) data to code item essentiality and to determine the impact of this coding in an essentiality variable support level COSAL (Coordinated Shipboard Allowance List) model. The impact was measured in terms of range of items stocked, investment, effectiveness, and reductions in CASREP requisitions. The study showed that the approach is technically feasible given the availability of required data. Although slightly decreasing overall support, the approach did increase support for high essentiality items. However, the validity of the assigned essentiality codes could not be ascertained. To do so will require review by qualified Fleet and/or technical personnel. Within the current investment levels, the approach did not appreciably reduce CASREP requisitions.

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EXECUTIVE SUMMARY

1. Background: The FLSIP (Fleet Logistic Support Improvement Program) COSAL Model recognizes military essentiality in the range decision process. However, almost all COSAL candidate equipments are currently coded vital. In effect, the COSAL quantity is determined only by the usage rates and installed populations. Equipments having multiple applications may be better supported than more essential equipments having only single applications. Past attempts at developing a meaningful military essentiality have been unsuccessful.

2. Objective: The objective of this study is (1) to determine the feasibility of using historical CASREP data to assign military essentiality codes and (2) to determine the impact of using this new essentiality code in a COSAL model that varies the level of support based on essentiality.

3. Approach: A six year history of CASREP data was obtained for each of two classes of ships (a combatant and a noncombatant class). Several essentiality coding schemes were developed. Using these schemes and the summarized CASREP data, essentiality values of 1, 2, 3, or 4 were assigned at the service application level for hull, mechanical, electrical, and ordnance applications and at the EIC (Equipment Identification Code) level for electronics applications. Individual items were then coded with the same essentiality as the service application or equipment on which the item was installed.

If an item had multiple applications, the highest application essentiality was assigned to the item. The FLSIP COSAL Model was modified to vary support level by assigned item essentiality. The impact of the alternative essentiality coding schemes in several variations of the modified model was determined. Measurement of the impact was made in terms of range of items, investment, range effectiveness, and reduction in CASREP requisitions. Actual demand data were used in the evaluation.

4. Findings: The study showed that the proposed essentiality scheme is technically feasible, given the required SAC/APL (Service Application Code/Allowance Parts List) to EIC cross reference data are available. In general, the proposal decreased overall COSAL support when constrained to the current FLSIP funding but increased support for high essentiality items. The validity of the essentiality coding resulting from the proposal could not be determined and will require the subjective evaluation of Fleet and/or technical personnel. Higher essentialities were assigned for the combatant ship than for the noncombatant. For both ships, electronic equipments tended to fall into the lower essentiality codes. None of the tested alternatives produced a significant reduction in CASREP requisitions without an accompanying increase in COSAL dollar value.

I. INTRODUCTION

OPNAVINST 4441.12A specifies criteria to be used in the development of a FLSIP shipboard allowance list for those items within the installation capability of the ship. Items having a predicted demand of one or more units in 90 days for all shipboard equipment applications will be included in the COSAL as demand-based items. Items not qualifying as demand-based, but with expected annual usage of at least .25 units, will be included in the COSAL only if essential to the support of a primary mission of the ship or to the safety and welfare of shipboard personnel.

Current procedures for determining essentiality at the equipment level involve an arbitrary decision as to whether the failure of the equipment would degrade the ship's primary mission or affect the health and safety of the crew. If it is deemed that failure of the equipment would degrade the mission or affect crew health and safety, the equipment is assigned an essentiality code of "V" for vital. Otherwise, it is coded as "NV" or nonvital. Equipments considered nonvital receive virtually no support in the COSAL, and approximately 95% of the equipments in the COSAL are coded as vital.

To supplement protection, items having expected annual usage of less than .25 units may be included in the COSAL as technical override requirements in exceptional circumstances, such as to insure personnel safety or where lack of the item would cause total degradation of a

primary mission capability. However, under current CNO (Chief of Naval Operations) guidelines, technical override requirements cannot be procured unless all other provisioning and replenishment requirements are fully funded. Thus, the assignment of new overrides to increase the range of parts carried for support of primary mission equipments has been virtually eliminated.

The inadequacy of the current essentiality coding scheme, i.e., the fact that almost everything is coded as vital, leaves system usage rates and equipment maintenance plans assigned by the technician as the major determinants of whether an item will or will not be stocked aboard ship. Since the FLSIP COSAL Model uses the product of installed population and BRF (Best Replacement Factor) to arrive at the range of repair parts support, equipments having multiple applications are often better supported than more essential equipments having only single applications. Previous attempts to develop a viable essentiality at the equipment level have failed because of the magnitude of the task and the lack of a proponent to make decisions on the relative importance of equipments.

In view of the inadequacy of the existing essentiality coding process, NAVSEA (Naval Sea Systems Command) proposed a new approach to determining essentiality and shipboard allowances. According to this proposal, equipments would be separated into different categories based on the relative mission importance of the service application. Shipboard allowances would then be determined using a COSAL model

which varied support level by this service application level essentiality. The separation of equipments into different essentiality categories would be accomplished using historical CASREP data submitted by operational forces. CASREP lists equipment failures and the effect of these failures on the capability of the reporting unit to perform its assigned mission(s). The extent to which a capability is impaired is expressed by the severity of the CASREP.

By reference 1 of APPENDIX A, NAVSEA recommended the development of a plan of action to evaluate the above proposal. NAVSUP (Naval Supply Systems Command) endorsed the proposal by reference 2 of APPENDIX A and requested FMSO (Navy Fleet Material Support Office) to determine the feasibility and impact of the proposal. Reference 3 of APPENDIX A established a two-phased project to perform the evaluation. The results of the first phase, a preliminary analysis, were reviewed during reference 4 of APPENDIX A, and it was agreed that the proposal was feasible. Accordingly, a plan of action for accomplishing the second phase of the study, the actual evaluation of the proposal, was established. This plan involved the development of several alternative essentiality coding schemes and the determination of the impact of these schemes in several variable support level COSAL models. The impact was measured in terms of range, investment, effectiveness, and reductions in CASREP requisitions. Detailed descriptions of the approach used in conducting the study and the findings of the study are provided in the following sections of this report.

II. TECHNICAL APPROACH

The proposed essentiality coding was tested for two ship classes, the FF 1052 class and the LST 1179 class. The CASREP data base is described in Section II.A, while the various schemes used in determining the essentiality value are described in Section II.B. Test COSALs utilizing the assigned essentiality values were built and evaluated for one ship from each of the above classes. The test ship data base, the alternative COSAL models, and the COSAL evaluation measures are described in Section II.C.

A. CASREP DATA CONSOLIDATION. The basis of the NAVSEA proposal is the development, within ship type and class, of a service application level military essentiality based on historical CASREP data. Two ship types and classes were selected for the test evaluation: the FF 1052 class, consisting of 46 combatant ships and the LST 1179 class, consisting of 20 noncombatant ships. A six year history of CASREP data was obtained for each ship class from SPCC's (Navy Ships Parts Control Center) CASREP Master Data Bank. The history contained records of all CASREPs, including those not requiring any parts, submitted by the two ship classes over the period January 1971 through December 1976.

The CASREP data were processed through a series of programs designed to consolidate the data by service application within ship class. The first step summarized the individual CASREPs, by severity,

within EIC and individual ship. The EIC/ship summarized CASREP data were then matched against an EIC to SAC index file to identify the service application associated with the CASREP data. This SAC identification processing was applicable only to HM&E (Hull, Mechanical and Electrical) and ordnance equipments because no meaningful SACs exist for electronics equipments. For electronics equipments, the summarization of the CASREP data and ultimately the assignment of essentiality were limited to the EIC level. In the SAC identification processing for HM&E and ordnance equipments, a given EIC could be applicable to more than one SAC and vice versa. In the case of multiple SACs for an EIC, the CASREP data for the EIC were applied to each of the multiple SACs as it was impossible to identify which SAC actually experienced the CASREP. In the case of multiple EICs for a SAC, the CASREP data for each EIC were accumulated for the SAC. The final step in this processing involved the consolidation of the summarized CASREP data by SAC (or EIC in the case of electronics equipments) within ship class. This consolidation was accomplished by severity and provided information on the number of CASREPs experienced by all of the ships in the class for the SAC/EIC. In addition, a count of the number of ships in the class which experienced at least one CASREP for the SAC/EIC was provided.

B. ESSENTIALITY CODING. To determine the SAC/EIC level essentiality, five alternative coding schemes were considered. Using the consolidated CASREP data as input, these schemes assigned each SAC/EIC an essen-

tiality of 1, 2, 3, or 4, where 1 represents the highest essentiality.

A description of each of the five coding schemes is provided below.

SCHEME #1. Under this scheme, a severity weighted CASREP value is computed using the following formula:

$$\frac{(A)(\#C4 \text{ CASREPs}) + (B)(\#C3 \text{ CASREPs}) + (C)(\#C2 \text{ CASREPs})}{\text{TOTAL } \# \text{ CASREPs}}$$

A, B, and C are program parameters which represent the weights to be applied to the number of C4, C3, and C2 CASREPs, respectively. This value is then compared as indicated below and the appropriate essentiality code assigned.

<u>COMPARISON</u>	<u>ESSENTIALITY</u>
Value \geq X	1
Y \leq Value $<$ X	2
Z \leq Value $<$ Y	3
Value $<$ Z	4

X, Y, and Z are program parameters which control the distribution of essentiality codes.

SCHEME #2. Under this scheme, the assignment of the two highest essentiality codes is directly dependent upon the number of C4 and C3 CASREPs as indicated below.

<u>COMPARISON</u>	<u>ESSENTIALITY</u>
#C4 CASREPs \geq U	1
#C4 CASREPs $<$ U but #C4 + #C3 CASREPs \geq V	2
#C4 + #C3 CASREPs $<$ V but TOTAL # CASREPs \geq W	3
TOTAL # CASREPs $<$ W	4

U, V, and W are program parameters which control the distribution of essentiality codes.

SCHEME #3. Under this scheme, the assignment of essentiality is based on the number of ships in the class having experienced CASREPs for the SAC/EIC. The sequence of comparisons involved in this scheme is shown below.

<u>COMPARISON</u>	<u>ESSENTIALITY</u>
TOTAL # SHIPS \geq R	1
S \leq TOTAL # SHIPS $<$ R	2
T \leq TOTAL # SHIPS $<$ S	3
TOTAL # SHIPS $<$ T	4

R, S, and T are program parameters which control the distribution of essentiality codes.

SCHEME #4. This scheme is similar to #3 with the exception that the basis for assigning essentiality is the total number of CASREPs submitted for the SAC/EIC instead of the total number of ships. The comparison process involved in this scheme is shown below.

<u>COMPARISON</u>	<u>ESSENTIALITY</u>
TOTAL # CASREPs \geq N	1
P \leq TOTAL # CASREPs $<$ N	2
Q \leq TOTAL # CASREPs $<$ P	3
TOTAL # CASREPs $<$ Q	4

N, P, and Q are program parameters which control the distribution of essentiality codes.

SCHEME #5. Under this scheme, the percent of C4 CASREPs and the percent of C4 and C3 CASREPs are determined for the SAC/EIC and compared as indicated below to the fleetwide percentages.

<u>COMPARISON</u>	<u>ESSENTIALITY</u>
%C4 CASREPs \geq L	1
%C4 CASREPs $<$ L but %C4 and C3 CASREPs \geq M	2
%C4 and C3 CASREPs $<$ M but TOTAL # CASREPs $>$ 0	3
TOTAL # CASREPs = 0	4

L and M are program parameters which represent the fleetwide C4 CASREP percentage and the fleetwide C4 and C3 CASREP percentage, respectively.

In summary, Schemes 2 and 4 directly consider the number of CASREPs. Scheme 3 considers the number of ships that experienced a CASREP. Schemes 1 and 5 do not consider the volume of CASREPs, only the presence or absence of a CASREP over the six year period

and the severity of the CASREPs that were experienced.

Using these five essentiality coding schemes with various values for the program parameters, frequency distributions of the essentiality codes assigned at the SAC/EIC level were prepared. Based upon a review, reference 5 of APPENDIX A, of these distributions, three schemes (1, 3, and 5) with specific program parameter values were selected for coding essentiality at the item level and subsequent evaluation in the variable support level COSAL models. Schemes 2 and 4 were no longer considered in this study.

The first step in the item level essentiality coding entailed the coding at the equipment (APL) level. All equipments applicable to a given SAC/EIC were assigned the same essentiality as the SAC/EIC. In those instances where equipments were identified to more than one SAC with different essentiality codes, the highest code was assigned to the equipment. All items applicable to a given equipment were then assigned the same essentiality as the equipment. When an item was applicable to more than one equipment with different essentiality codes, the highest code was assigned to the item.

C. VARIABLE SUPPORT LEVEL COSAL MODELS. Two ships, the FF 1060 (USS LANG) and the LST 1196 (USS HARLAN COUNTY), were chosen as the test ships for evaluation of the variable support level COSAL models. The selection of these two ships was made with the knowledge that both were scheduled to go into overhaul in July 1977. Hence, neither of the ships should have undergone any major configuration changes during the COSAL evaluation period for this study (January 1974

through December 1976). For each of the two test ships, SPCC provided the allowance candidate file and the EIC to SAC index file used in the CASREP data consolidation process described earlier. The candidate files represented the ship's configuration in mid-1977, prior to overhaul. Usage data for the period January 1974 through December 1976 were obtained from the 3M (Navy Maintenance and Material Management System). Finally, CASREP parts requisition data for each of the two test ships for the period January 1975 through June 1977 were obtained from the CASREP data base.

Using the CASREP based item essentialities resulting from each of the three selected schemes, several variable support level COSALs were built for each test ship. The variable support level COSAL model provides the capability to vary the FLSIP deep insurance criteria by the essentiality code assigned at the item level. Deep insurance criteria specify the minimum expected annual usage required for stockage of an item. A total of four alternative models were considered for this study. These four models, with the deep insurance criteria utilized for each MEC (Military Essentiality Code) category, are shown in TABLE I. The FLSIP criteria are also shown for comparative purposes. As illustrated in TABLE I, the FLSIP Model utilized the same deep insurance cutoff (.25) for MEC 1, 2, 3, and 4(V), while the other models varied the criteria for each MEC. Two deep insurance criteria are provided for essentiality code 4 items. The models determine which value

to use based on the existing FLSIP component/part MECs. If both the component and the part MEC are vital, the 4(V) value is used. Otherwise, the 4(NV) value is used. Using a value of 4.00 for the NV category precludes stockage of a nonvital item as insurance. All of the models utilized the current FLSIP depth criteria.

TABLE I
ALTERNATIVE COSAL MODELS

MODEL	DEEP INSURANCE CUTOFF				
	MEC 1	MEC 2	MEC 3	MEC 4(V)	MEC 4(NV)
1	.05	.15	.20	.25	4.00
2	.05	.15	.25	.50	4.00
3	.10	.20	.33	.50	4.00
4	.20	.25	.33	.50	4.00
FLSIP	.25	.25	.25	.25	4.00

The impact of the various essentiality coding schemes and the variable support level COSAL models was measured in terms of effects on range, dollar value, range effectiveness, and CASREP requisitions. Range is the number of allowance candidate items selected for stockage. The dollar value is the total cost of the allowances determined for the selected items. Range effectiveness, the number of candidate items demanded and stocked in the COSAL divided by the number of candidate items demanded, was computed to measure range selection capabilities. This value is a total figure covering a three year period of time. The effects on CASREP requisitions were determined

by comparison of the items requested on the CASREP requisitions with the range of allowed items. Counts of the matched and unmatched items were obtained, by severity, to show how many of the requested items were stocked and how many were not stocked under each of the various essentiality coding scheme/variable support level COSAL model combinations.

III. FINDINGS

A. SAC/EIC LEVEL ESSENTIALITY. Essentiality codes were assigned at the SAC/EIC level for each of the five alternative essentiality coding schemes using the various program parameter values shown in TABLES II and III for the FF 1060 and the LST 1196, respectively. Recognizing the subjective nature of selecting the program parameter values for Schemes 1, 2, 3, and 4, at least two sets of values were considered for each of these schemes. For Scheme 5, however, only one set of values was considered since the required parameter values are based on observed fleetwide percentages.

The frequency distributions of the essentiality codes resulting from each alternative, as shown in TABLES II and III, were reviewed to select one of each scheme for further evaluation. In making these selections, certain of the distributions were immediately eliminated from further consideration due to specific characteristics. For example, under Scheme 1 for both ships, the first two sets of program parameter values resulted in no SACs/EICs being coded "1" in one instance and none being coded "3" in the other. Under the third set of program parameter values for Scheme 1, all four essentiality codes were assigned. However, the resultant distribution was felt to be much too heavily weighted to the lowest essentiality value of "4" (over 80% for the FF 1060 and over 90% for the LST 1196). The distribution obtained from the fourth set of program parameter

TABLE II
ESSENTIALITY FREQUENCY DISTRIBUTIONS (FF 1060)

SCHEME	PROGRAM PARAMETER VALUES	# SACS/EICS CODED			
		1	2	3	4
1	A=4, B=3, C=2, X=3.50, Y=2.50, Z=1.50	0	72	451	299
1	A=4, B=3, C=2, X=3.00, Y=2.00, Z=1.00	21	502	0	299
1	A=4, B=3, C=2, X=2.75, Y=2.50, Z=2.25	37	35	82	668
1	A=10, B=5, C=1, X=3.50, Y=2.50, Z=1.50	49	47	178	548 [‡]
1	A=10, B=5, C=1, X=3.00, Y=2.00, Z=1.00	79	76	368	299
2	U=1, V=1, W=2	154	214	91	363
2	U=2, V=2, W=4	103	175	107	437 [‡]
2	U=3, V=3, W=6	90	160	115	457
3	R=23, S=15, T=5	111	114	132	465
3	R=35, S=23, T=12	71	40	137	574 [‡]
4	N=100, P=40, Q=10	56	69	198	499 [‡]
4	N=50, P=20, Q=5	99	143	124	456
5	L=5%, M=24%	86	56	381	299 [‡]

[‡]Selected for item level essentiality coding

TABLE III
ESSENTIALITY FREQUENCY DISTRIBUTIONS (LST 1196)

SCHEME	PROGRAM PARAMETER VALUES	# SACs/EICs CODED			
		1	2	3	4
1	A=4, B=3, C=2, X=3.50, Y=2.50, Z=1.50	0	14	398	336
1	A=4, B=3, C=2, X=3.00, Y=2.00, Z=1.00	2	410	0	336
1	A=4, B=3, C=2, X=2.75, Y=2.50, Z=2.25	3	11	34	700
1	A=10, B=5, C=1, X=3.50, Y=2.50, Z=1.50	3	34	119	592*
1	A=10, B=5, C=1, X=3.00, Y=2.00, Z=1.00	14	35	363	336
2	U=1, V=1, W=2	54	157	144	393
2	U=2, V=2, W=4	38	60	204	446*
2	U=3, V=3, W=6	17	64	174	493
3	R=10, S=7, T=2	108	22	220	398
3	R=15, S=10, T=5	64	44	138	502*
4	N=100, P=60, Q=10	44	3	91	610
4	N=50, P=30, Q=5	48	30	177	493
4	N=50, P=20, Q=5	48	49	158	493*
5	L=5%, M=24%	8	40	364	336*

*Selected for item level essentiality coding

values provided the most desirable mix of essentialities and was selected for item level essentiality coding and evaluation of the variable support level COSAL. In a similar, although sometimes more arbitrary manner, one of the frequency distributions obtained for each of the other four schemes was selected for further evaluation. Those selected are indicated by asterisks in TABLES II and III.

In general, the SACs/EICs tended to be coded with a higher essentiality on the combatant ship (FF 1060) than on the noncombatant (LST 1196).

B. ITEM LEVEL ESSENTIALITY. The frequency distributions of essentiality codes resulting at the item level, based on application of the five selected sets of SAC/EIC level essentiality codes, are shown in TABLES IV and V for the FF 1060 and the LST 1196, respectively. The corresponding frequencies of the essentiality codes assigned at the SAC/EIC level are provided in parentheses. Although the item level distributions seem to follow the same directional trend as the SAC/EIC level distributions for the LST 1196, there is no correlation between the SAC/EIC level distributions and the resultant item level distributions for the FF 1060. For the FF 1060, Schemes 2, 3, 4, and 5 each produced an unusually high number of items coded "1". In fact, for both ships the number of items assigned the higher essentiality codes was disproportionate to the number of SACs/EICs assigned the higher codes. This is at least partially attributable to the fact that in the processing of a multiple application item with different

TABLE IV
ESSENTIALITY FREQUENCY DISTRIBUTIONS (FF 1060)

SCHEME	PROGRAM PARAMETER VALUES	# ITEMS (#SACs/EICs) CODED			
		1	2	3	4
1	A=10, B=5, C=1, X=3.50, Y=2.50, Z=1.50	5,634(49)	6,636(47)	11,959(178)	19,500(548)
2	U=2, V=2, W=4	15,039(103)	9,354(175)	8,375(107)	10,961(437)
3	R=35, S=23, T=12	15,533(71)	3,627(40)	4,497(137)	20,072(574)
4	N=100, P=40, Q=10	14,961(56)	5,655(69)	6,012(198)	17,081(499)
5	L=5%, M=24%	12,338(86)	7,839(56)	16,859(381)	6,693(299)

NOTE: Table shows number of items assigned each essentiality code. The number inside the parentheses shows the corresponding number of SACs/EICs assigned each essentiality code.

TABLE V
ESSENTIALITY FREQUENCY DISTRIBUTIONS (LST 1196)

SCHEME	PROGRAM PARAMETER VALUES	# ITEMS (#SACs/EICs) CODED			
		1	2	3	4
1	A=10, B=5, C=1, X=3.50, Y=2.50, Z=1.50	39(3)	1,741(34)	2,729(119)	21,356(592)
2	U=2, V=2, W=4	2,121(38)	3,909(60)	6,729(204)	13,106(446)
3	R=15, S=10, T=5	3,918(64)	2,827(44)	4,251(138)	14,869(502)
4	N=50, P=20, Q=5	2,997(48)	3,716(49)	5,381(158)	13,771(493)
5	L=5%, M=24%	339(8)	2,251(40)	16,026(364)	7,249(336)

NOTE: Table shows number of items assigned each essentiality code. The number inside the parentheses shows the corresponding number of SACs/EICs assigned each essentiality code.

essentiality codes, the highest essentiality code was applied. The large number of MEC "1" items may also be indicative of a tendency toward assigning a higher essentiality code to the larger (with respect to the number of items) SACs/EICs.

During reference 5 of APPENDIX A, FMSO presented preliminary findings of this study. Following the presentation, FMSO and NAVSUP representatives met to discuss and review the proposals for follow-on effort. As a result of agreements reached during this meeting, Schemes 2 and 4, which considered the actual volume of CASREPs, were eliminated from consideration in the follow-on effort. Consequently, the remainder of the findings will be limited to discussions of Schemes 1, 3, and 5.

C. VARIABLE SUPPORT LEVEL COSAL. Test COSALs were constructed for each test ship using (1) the item level essentialities assigned by Schemes 1, 3, and 5, and (2) the four alternative variable support level models described in Section II. The impact, in terms of effects on range, dollar value, and overall range effectiveness, of these test COSALs is shown in TABLES VI and VII for the FF 1060 and the LST 1196, respectively. To facilitate comparisons, the models have been ranked by total overall range effectiveness, from high to low, within essentiality coding scheme. The benchmark for comparisons is the FLSIP Model, which is Model F in the tables. The range figures shown are based on a total of 43,729 candidate items for the FF 1060 and a total of 25,865 for the LST 1196. The range effectiveness

TABLE VI
FF 1060 IMPACT

SCHEME	MODEL	RANGE	\$ VALUE	RANGE EFFECTIVENESS (OVERALL)			
				TOTAL	MEC 1	MEC 2	MEC 3
1	1	11,696	908K	76%	96%	86%	70%
	2	10,361	835K	71%	96%	86%	66%
	F	9,489	698K	70%	81%	80%	65%
	3	9,113	677K	68%	92%	83%	60%
3	4	8,450	625K	66%	85%	80%	60%
	1	13,844	1,086K	80%	94%	75%	62%
	2	12,741	1,016K	74%	94%	75%	60%
	3	10,748	810K	71%	88%	69%	56%
5	F	9,489	698K	70%	78%	64%	59%
	4	9,052	668K	67%	80%	65%	56%
	1	13,544	985K	80%	96%	79%	65%
	2	12,801	950K	76%	96%	79%	60%
5	3	10,726	777K	72%	91%	75%	56%
	F	9,489	698K	70%	80%	71%	59%
	4	9,336	689K	69%	84%	72%	56%
							48%

TABLE VII
LST 1196 IMPACT

SCHEME	MODEL	RANGE	\$ VALUE	RANGE EFFECTIVENESS (OVERALL)			
				TOTAL	MEC 1	MEC 2	MEC 3
1	1	6,221	295K	76%	100%	93%	93%
	F	5,971	281K	75%	100%	91%	91%
	2	4,728	252K	62%	100%	93%	91%
	3	4,544	245K	62%	100%	93%	89%
2	4	4,477	244K	62%	100%	91%	89%
	1	7,340	346K	81%	99%	90%	62%
	F	5,971	281K	75%	89%	82%	56%
	2	6,455	324K	74%	99%	90%	56%
3	3	5,838	306K	71%	97%	89%	46%
	4	5,265	267K	69%	94%	83%	46%
	1	6,782	320K	80%	96%	95%	76%
	F	5,971	281K	75%	92%	92%	69%
4	2	5,847	292K	74%	96%	95%	69%
	3	5,217	267K	68%	96%	94%	61%
	4	5,092	253K	68%	92%	92%	61%
5	1	6,782	320K	80%	96%	95%	81%
	F	5,971	281K	75%	92%	92%	81%
	2	5,847	292K	74%	96%	95%	68%
	3	5,217	267K	68%	96%	94%	68%
	4	5,092	253K	68%	92%	92%	68%

figures are net values, i.e., they are based only on demands for items which were candidates for stockage. On the FF 1060, 1,508 candidate items were demanded, while 660 candidate items were demanded on the LST 1196. Since a demanded candidate item can be assigned different MECs under the three schemes, the bases for the MEC category range effectiveness figures vary by coding scheme as indicated in TABLE VIII.

As shown in TABLE VI for the FF 1060, eight of the scheme/model combinations achieved higher (from one to 10 percentage points) total range effectiveness figures than FLSIP. However, the attendant ranges and dollar values exceeded those of FLSIP by nine to 46% and 11 to 56%, respectively. The four scheme/model combinations which cost less than FLSIP achieved total range effectiveness figures from one to four percentage points lower than FLSIP. Within each of the three essentiality schemes, all of the models considered achieved higher (from two to 16 percentage points) range effectiveness figures for MEC 1 items than FLSIP. For MEC 2 items, all of the scheme/model combinations achieved equal or higher (from zero to 11 percentage points) range effectiveness figures than FLSIP. With respect to MEC 3 items, only Models 1 and 2 achieved higher (from one to 11 percentage points) range effectiveness figures than FLSIP, while Models 3 and 4 achieved three to five percentage points lower range effectiveness. For MEC 4 items, the range effectiveness varied from the same as FLSIP for Model 1 under each of the three schemes to 13 to 18 percentage points lower for all other schemes/models.

TABLE VIII
RANGE EFFECTIVENESS BASES

SHIP	SCHEME	# CANDIDATE ITEMS DEMANDED				
		MEC 1	MEC 2	MEC 3	MEC 4	TOTAL
FF 1060	1	359	275	397	477	1,508
	3	733	143	149	483	1,508
	5	602	228	559	119	1,508
LST 1196	1	6	69	119	466	660
	3	192	93	169	206	660
	5	26	93	432	109	660

For the LST 1196, TABLE VII shows that only three of the scheme/model combinations achieved higher (from one to six percentage points) total range effectiveness figures than FLSIP. As was the case with the FF 1060, the attendant ranges and dollar values also exceeded those of FLSIP although by smaller percentages (four to 23% larger ranges and five to 23% larger dollar values). Those scheme/model combinations costing less than FLSIP attained total range effectiveness figures from six to 13 percentage points lower than FLSIP. Three scheme/model combinations (3/2, 3/3, 5/2) achieved lower (from one to four percentage points) total range effectiveness than FLSIP at costs of four to 15% higher. Within each of the three essentiality schemes, range effectiveness for MEC 1 items varied from the same to 10 percentage points higher, and range effectiveness for MEC 2 items varied from the same to eight percentage points higher

than FLSIP for all of the models considered. For MEC 3 items, only Model 1 provided a higher (from two to seven percentage points) range effectiveness than that provided by FLSIP; Model 2 provided the same range effectiveness, and Models 3 and 4 provided lower effectiveness than FLSIP under each of the three schemes. With respect to MEC 4 items, the range effectiveness varied from the same as FLSIP for Model 1 under each of the schemes to 13 to 18 percentage points lower for all other models.

It is noted that the basic intent of the NAVSEA proposal was to increase the support for the more essential equipments at the expense of the less essential equipments and to do so without a substantial increase in investment. The findings presented above have shown that certain scheme/model combinations appear to satisfy this intent. However, the critical issue with respect to these combinations becomes one of whether or not the "right" items are coded 1, 2, 3, and 4. For example, Model 3 under Scheme 1 and Model 4 under Scheme 3 for the FF 1060 were very similar in range, dollar value, and total range effectiveness. However, Model 3 under Scheme 1 achieved 92% range effectiveness for MEC 1 items based on 359 MEC 1 items demanded whereas Model 4 under Scheme 3 achieved 80% range effectiveness for MEC 1 items but on the basis of 733 MEC 1 items demanded. The only known ways to address this issue of whether or not the items are properly coded are (1) manual review of the essentiality assignments by technical and Fleet personnel and (2) measurement of the impact of

the various scheme/model combinations in reducing CASREPs.

A listing, by nomenclature, of all SACs and EICs for the two test ships, together with the essentiality codes assigned using Schemes 1, 3, and 5, is provided in APPENDIX B for information. It is noted that electronics equipments generally fell into the lower essentiality categories. The impact of the various essentiality scheme/variable support level models in reducing CASREPs is presented in the next section.

D. IMPACT ON CASREP REQUISITIONS. The impact on CASREP requisitions of Schemes 1, 3, and 5 and each of the variable support level COSAL models considered is shown in TABLES IX and X for the FF 1060 and the LST 1196, respectively. The tables show, by severity, the number of CASREP requisitions for which the requested item was stocked under each of the scheme/model combinations considered. For purposes of comparison, the models have been ranked, from high to low within coding scheme, by the total number of CASREP requisitions for stocked items. The benchmark for comparisons is the FLSIP Model which is symbolized by Model F in the tables.

TABLES IX and X show a major difference between the number of CASREPs for the combatant ship (FF 1060) and the number of CASREPs for the noncombatant (LST 1196). Specifically, there were 288 CASREP requisitions on the FF 1060 over a 2½ year period, while there were only 43 CASREP requisitions on the LST 1196 over the same period. For both ships, there was little increase in the number of CASREP

TABLE IX
IMPACT ON CASREP REQUISITIONS (FF 1060)

SCHEME	MODEL	# CASREP REQNS FOR STOCKED ITEMS				DOLLAR VALUE RELATIVE TO FLSIP
		C4	C3	C2	TOTAL	
1	1	2	17	123	142	+ 30%
	F	1	16	118	135	-
	2	2	17	107	126	+ 20%
	3	1	16	105	122	- 3%
3	4	1	16	104	121	- 10%
	1	2	16	134	152	+ 56%
	2	2	16	131	149	+ 46%
	3	2	16	127	145	+ 16%
5	4	1	16	120	137	- 4%
	F	1	16	118	135	-
	1	2	18	129	149	+ 41%
	2	2	18	124	144	+ 36%
TOTAL CASREP REQNS	F	1	16	118	135	-
	3	2	17	113	132	+ 11%
	4	1	16	111	128	- 1%
CASREP REQNS FOR ALLOWANCE CANDIDATES		5	49	234	288	
		3	26	173	202	

TABLE X
IMPACT ON CASREP REQUISITIONS (LST 1196)

SCHEME	MODEL	# CASREP REQNS FOR STOCKED ITEMS			DOLLAR VALUE RELATIVE TO FLSIP
		C4	C3	C2	
1	- F	0	0	9	9
	2	0	0	7	7
	3	0	0	6	6
	4	0	0	6	6
3	1	0	0	11	11
	2	0	0	11	11
	3	0	0	10	10
	4	0	0	10	10
5	F	0	0	7	7
	1	0	0	10	10
	2	0	0	9	9
	3	0	0	9	9
F	4	0	0	7	7
	1	0	0	10	10
	2	0	0	9	9
	3	0	0	7	7
TOTAL CASREP REQNS		0	11	32	43
CASREP REQNS FOR ALLOWANCE CANDIDATES		0	1	15	16

items that would be stocked under the tested alternatives as compared to the number stocked under FLSIP. Furthermore, where there was an increase, it was usually accompanied by an increase in COSAL dollar value.

A significant number of CASREPs for each ship were for items that could not be identified as allowance candidates: 86 of the 288 CASREPs for the FF 1060 and 27 of the 43 CASREPs for the LST 1196 fell into this category.

IV. CONCLUSIONS

The NAVSEA proposal for determining military essentiality and utilizing this new essentiality measure in a variable support level COSAL model has been evaluated. The feasibility of the proposed essentiality coding is largely dependent on the availability of EIC to SAC/APL cross reference data. These data were available for the test ship classes but are not available for all ships. Furthermore, voids in the current Weapons System File data for the two test ships were a major problem in this study requiring considerable off-line, manual effort. There are plans, but no firm schedule, to load the EIC to SAC data in the Weapons System File for all ships. Given availability of this EIC to SAC data, the proposed essentiality is considered feasible from a mechanical point of view.

The proposed essentiality coding schemes may discriminate somewhat against currently highly reliable or well supported equipments. However, the discrimination against well supported systems is mitigated by the fact that all CASREPs, including those not caused by lack of parts, were considered in coding the essentiality. Furthermore, essentiality Schemes 1 and 5 did not consider the volume of CASREPs - only the presence or absence of at least one CASREP over six years and the severity of the CASREPs that were experienced. Essentiality Scheme 3 did consider the volume of CASREPs indirectly in considering the number of ships experiencing a CASREP. Only Schemes 2 and 4

directly considered the number of CASREPs, and these two schemes were eliminated early in the study as a result of agreements reached during reference 5 of APPENDIX A.

The impact of the proposal was quite different for the different ship types as seen in TABLES IV and V. The SAC/EIC and item essentialities tended to be higher for the combatant ship (FF 1060) than for the noncombatant (LST 1196). For both ships, electronic equipments tended to fall into the lower essentiality codes under all coding schemes. Thus, there is the potential for reduced support of high visibility electronic systems such as Fleet Satellite Communications and Electronic Counter Measures Systems.

The impact of the various essentiality scheme/variable support level COSAL models relative to FLSIP is summarized in TABLES XI and XII. These tables show that overall range effectiveness decreased for all alternatives within the current FLSIP dollar value constraint. However, nearly all the alternatives increased support for the designated high essentiality (MEC 1 and 2) items. The question of whether or not the "right" items were coded as MEC 1 and MEC 2 cannot be answered by this study. Parameters for the essentiality schemes and variable support level models were selected arbitrarily. A given set of parameters produced different essentiality distributions for each test ship. The question as to whether the items were properly MEC coded requires the experience of Fleet and technical personnel. Based on a 2½ year history of CASREP requisitions, the study showed

TABLE XI
SUMMARY OF FF 1060 IMPACT

SCHEME	MODEL	RANGE	\$ VALUE	RANGE EFFECTIVENESS (OVERALL)				CASREP REQNS STOCKED
				TOTAL	MEC 1	MEC 2	MEC 3	
1	F	9,489	698K	70%	81%	80%	65%	60%
	1	+ 23%	+30%	+ 6%	+15%	+ 6%	+ 5%	N/C + 7
	2	+ 9%	+20%	+ 1%	+15%	+ 6%	+ 1%	- 9
	3	- 4%	- 3%	- 2%	+11%	+ 3%	- 5%	-13%
3	4	- 11%	-10%	- 4%	+ 4%	N/C	- 5%	-13%
	F	9,489	698K	70%	78%	64%	59%	62%
	1	+ 46%	+56%	+10%	+16%	+11%	+11%	N/C +17
	2	+ 34%	+46%	+ 4%	+16%	+11%	+ 1%	-13%
5	3	+ 13%	+16%	+ 1%	+10%	+ 5%	- 3%	+14
	4	- 5%	- 4%	- 3%	+ 2%	+ 1%	- 3%	+10
	F	9,489	698K	70%	80%	71%	59%	66%
	1	+ 43%	+41%	+10%	+16%	+ 8%	+ 6%	N/C +14
2	2	+ 35%	+36%	+ 6%	+16%	+ 8%	+ 1%	-18%
	3	+ 13%	+11%	+ 2%	+11%	+ 4%	- 3%	+ 9
	4	- 2%	- 1%	- 1%	+ 4%	+ 1%	- 3%	- 3
								- 4

N/C - No change

TABLE XII
SUMMARY OF LST 1196 IMPACT

SCHEME	MODEL	RANGE	\$ VALUE	RANGE EFFECTIVENESS (OVERALL)				CASREP REQNS STOCKED
				TOTAL	MEC 1	MEC 2	MEC 3	
1	F	5,971	281K	75%	100%	91%	91%	68% 7
	1	+ 4%	+ 5%	+ 1%	N/C	+ 2%	+ 2%	N/C +2
	2	- 21%	- 10%	- 13%	N/C	+ 2%	N/C	- 18% -1
	3	- 24%	- 13%	- 13%	N/C	+ 2%	- 2%	- 18% -1
3	4	- 25%	- 13%	- 13%	N/C	N/C	- 2%	- 18% -1
	F	5,971	281K	75%	89%	82%	56%	75% 7
	1	+ 23%	+ 23%	+ 6%	+ 10%	+ 8%	+ 6%	N/C +4
	2	+ 8%	+ 15%	- 1%	+ 10%	+ 8%	N/C	- 15% +4
5	3	- 2%	+ 9%	- 4%	+ 8%	+ 7%	- 10%	- 15% +3
	4	- 12%	- 5%	- 6%	+ 5%	+ 1%	- 10%	- 15% +3
	F	5,971	281K	75%	92%	92%	69%	81% 7
	1	+ 14%	+ 14%	+ 5%	+ 4%	+ 3%	+ 7%	N/C +3
5	2	- 2%	+ 4%	- 1%	+ 4%	+ 3%	N/C	- 13% +2
	3	- 13%	- 5%	- 7%	+ 4%	+ 2%	- 8%	- 13% +2
	4	- 15%	- 10%	- 7%	N/C	N/C	- 8%	- 13% N/C

N/C - No change

no significant reduction in CASREP requisitions by any of the tested alternatives without an accompanying increase in COSAL dollar value. Alternatives within the FLSIP dollar value stocked a maximum of only three more CASREP items than already stocked by FLSIP.

APPENDIX A: REFERENCES

1. NAVSEA ltr 0442/CEJ 4441.2 Ser 195 of 12 May 1977
2. NAVSUP ltr 0341/DME of 18 May 1977
3. FMSO ltr 971267/RJG/111 5250 of 13 Jun 1977
4. NAVSUP/NAVSEA/SPCC/FMSO meeting of 7 Jul 1977 at FMSO
5. OPNAV/NAVMAT/NAVSEA/NAVSEC/NAVELEX/FMSO/NAVSUP meeting of 15 May 1978 at NAVSUP

APPENDIX B: SAC/EIC LEVEL ESSENTIALITY CODE ASSIGNMENTS

This appendix provides a listing of the essentiality codes assigned at the SAC/EIC level, for each of the two test ships, by coding Schemes 1, 3, and 5. The listing shows the SAC/EIC, the SAD (Service Application Description)/EIC nomenclature, the ship class, the essentiality codes assigned under each of the three coding schemes, and the summary CASREP counts (by severity) used in the coding process. For convenience in reviewing the essentiality code assignments, the listing is in SAD/EIC nomenclature sequence.

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SAC/EIC SAC/EEIC NOMENCLATURE

	PAGE	1	MEC SCHEME	CASREP COUNTS	
		#1	#3	#5	
			#C2	#C3	#C4
QMO3		LST	1179	4	4
AQCA		LST	1179	4	4
ACP3		LST	1179	4	4
APF1		LST	1179	3	2
ACPU		FF	1052	3	3
AGBI		LST	1179	2	2
ACP8		LST	1179	2	1
ACCR		LST	1179	2	1
ACCK		LST	1179	2	1
AVJC		LST	1179	2	1
AADH		LST	1179	2	1
ANPV		FF	1052	3	1
AICV		LST	1179	4	2
AICW		LST	1179	4	2
ASSH		FF	1052	3	4
AXCH		LST	1179	4	4
AISK		FF	1052	3	4
AISK		LST	1179	4	4
AISL		FF	1052	3	4
AISL		LST	1179	4	4
AISM		FF	1052	3	4
AISM		LST	1179	4	4
ACF		FF	1052	3	4
ACAC		LST	1179	4	4
ACAC		FF	1052	3	4
ABZV		LST	1179	4	4
AADQ		LST	1179	4	4
AGFX		FF	1052	3	4
AGFZ		LST	1179	4	4
AGGD		FF	1052	3	3
AXEP		LST	1179	4	4
AXEP		FF	1052	3	3
AXEP		LST	1179	4	4
AXCH		LST	1179	4	4
AXCR		LST	1179	4	4
BJED		LST	1179	4	4
AXYN		FF	1052	3	3
AXZE		LST	1179	4	4
AYVX		LST	1179	4	4
AXZD		LST	1179	4	4
AAL1		LST	1179	4	4
ARCJ		FF	1052	3	1
BACA		LST	1179	4	4
BACB		FF	1052	3	1
ACZ2		LST	1179	4	4
AVIC		FF	1052	3	1
ATXH		LST	1179	4	4
SCTT		FF	1052	3	1
ACJA		LST	1179	4	4
AACT		FF	1052	3	3
AHHR		LST	1179	4	3
ACJR		FF	1052	3	3
AAPL		LST	1179	4	3
ALJD		FF	1052	3	3
ANJE		LST	1179	4	3
AFJQ		FF	1052	3	3

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DATE 011579	SAC/EIC	SAD/FIC NOMENCLATURE	MEC SCHEME												
			SHIP CLASS	W1	W3	W5	W1	W3	W5	W1	W3	W5	W1	W3	W5
	AD35	CODE-640, MECH-AFTER	FF	1052	4	4	4	4	4	4	4	4	4	4	4
	KG55	CHK-419, MULTICHAN	FF	1052	4	4	4	4	4	4	4	4	4	4	4
	OPCO	COMMUNICATION SYSTEMS, SATELLITE	FF	1052	4	4	4	4	4	4	4	4	4	4	4
	QCOO	COMMUNICATIONS SYSTEMS, SPECIAL	FF	1052	4	4	4	4	4	4	4	4	4	4	4
	QCOO	COMMUNICATIONS AND DATA SYSTEMS	FF	1052	3	4	4	2	3	4	3	4	3	4	4
	QCOO	COMMUNICATIONS AND DATA SYSTEMS	LST	1179	4	4	4	3	4	4	3	4	3	4	4
	G174	COMPUTER, MK 42 MODS 10, 11	FF	1052	2	2	1	1	1	1	1	1	1	1	1
	AARA	CONDENSING SYSTEM-MAIN CONDENSER	FF	1052	2	3	1	1	1	1	1	1	1	1	1
	BARK	CONDENSING SYSTEM-MAIN CONDENSER AIR EJECTOR	FF	1052	2	2	1	1	1	1	1	1	1	1	1
	AADA	CONDENSING SYSTEM-MAIN CONDENSER COND PUMP	FF	1052	2	2	1	1	1	1	1	1	1	1	1
	AACB	CONDENSING SYSTEM-MAIN CONDENSER SW CTRC PUMP	FF	1052	1	3	1	1	1	1	1	1	1	1	1
	CARK	CONDENSING SYSTEM-TRAGEN -CDO ID	FF	1052	3	2	3	2	3	2	3	2	3	2	3
	QABX	CONDENSING SYSTEM-TRAGEN -CDO ID AIR EJECTOR PUMP	FF	1052	3	2	3	2	3	2	3	2	3	2	3
	ALGT	CONDENSING SYSTEM-TRAGEN -CDO ID CIRCULATING PUMP	FF	1052	2	2	1	1	1	1	1	1	1	1	1
	AULU	CONDENSING SYSTEM-TRAGEN -CDO ID GLAND LEAKOFF FAN	FF	1052	3	2	3	2	3	2	3	2	3	2	3
	AVCF	CONDENSING SYSTEM-TRAGEN -CDO ID SW CIRCULATING PUMP	FF	1052	3	2	3	2	3	2	3	2	3	2	3
	ALCU	CONTROL DEVICES, REMOTE COMMUNICATIONS	LST	1179	4	4	4	4	4	4	4	4	4	4	4
	QCCO	CONTROL DEVICES, REMOTE COMMUNICATIONS	LST	1179	4	4	4	4	4	4	4	4	4	4	4
	QCCO	CO2 TYPE INERT GAS SYSTEM	LST	1179	4	4	4	4	4	4	4	4	4	4	4
	AMLN	CP-94/PD, COMPUTER-INDICATOR, RADAC	LST	1179	4	4	4	4	4	4	4	4	4	4	4
	WN39	CP-94/PD, COMPUTER-INDICATOR, RADAC	FF	1052	1	1	1	1	1	1	1	1	1	1	1
	WN3A	CRYPTOGRAPHIC EQUIPMENT	LST	1179	4	4	4	4	4	4	4	4	4	4	4
	QFCO	CRYPTOGRAPHIC EQUIPMENT	FF	1052	1	1	1	1	1	1	1	1	1	1	1
	QFCO	CRYPTOGRAPHIC EQUIPMENT	LST	1179	4	4	4	4	4	4	4	4	4	4	4
	WH16	CSI-4 500, TEST SET, RELAY	FF	1052	3	3	3	3	3	3	3	3	3	3	3
	QFCB	CSI-4 7504-4-2, CRYPTOGRAPHIC COMSEC AID	FF	1052	3	3	3	3	3	3	3	3	3	3	3
	QFCB	CSI-750-1P, MILITARY METER, VOLT-DEMH	LST	1179	4	4	4	4	4	4	4	4	4	4	4
	WCAE	CSV-70, MULTIMETER	FF	1052	3	3	3	3	3	3	3	3	3	3	3
	WCEF	CSV-70, VTVH	LST	1179	4	4	4	4	4	4	4	4	4	4	4
	WG6G	CU-6917/U, MULTIDUPLEX, UHF	FF	1052	3	3	3	3	3	3	3	3	3	3	3
	Q93G	CU-917/U, TUNER, AUTOMATIC ANTENNA	FF	1052	3	3	3	3	3	3	3	3	3	3	3
	Q93Y	CV-22534U, FREQUENCY CONVERTER, ELECTRONIC	FF	1052	4	4	4	4	4	4	4	4	4	4	4
	WB17	CV-2467AG, KEYER	LST	1179	3	3	3	3	3	3	3	3	3	3	3
	Q3CF	CY-4164AT, CABINET, ELECTRICAL EQUIPMENT	FF	1052	3	3	3	3	3	3	3	3	3	3	3
	QY4R	CY-4164AT, CABINET, ELECTRICAL EQUIPMENT	LST	1179	4	4	4	4	4	4	4	4	4	4	4
	WB1L	DA-24242/U, DUMMY LOAD, ELECTRICAL	FF	1052	4	4	4	4	4	4	4	4	4	4	4
	WB1H	DA-24242/U, DUMMY LOAD, ELECTRICAL	LST	1179	4	4	4	4	4	4	4	4	4	4	4
	AB28	DA-41242/U, DUMMY LOAD, ELECTRICAL	FF	1052	3	3	3	3	3	3	3	3	3	3	3
	AB34	DA-41242/U, DUMMY LOAD, ELECTRICAL	LST	1179	4	4	4	4	4	4	4	4	4	4	4
	AALH	DAAME CONTROL-ELECTRICAL	FF	1052	3	3	3	3	3	3	3	3	3	3	3
	ABCJ	DAAME CONTROL-ELECTRICAL	LST	1179	4	4	4	4	4	4	4	4	4	4	4
	ABCL	DAAME CONTROL-FIRE FIGHTING EQUIPMENT	FF	1052	3	3	3	3	3	3	3	3	3	3	3
	AXYK	DAAME CONTROL-FIRE FIGHTING EQUIPMENT	LST	1179	2	2	2	2	2	2	2	2	2	2	2
	AXYK	DAAME CONTROL-PUMPS	FF	1052	3	3	3	3	3	3	3	3	3	3	3
	AXYJ	DAAME CONTROL-VENTILATION	LST	1179	2	2	2	2	2	2	2	2	2	2	2
	AXYJ	DECK MACHINERY-BETWEEN DECK RAMP WINCH	FF	1052	3	3	3	3	3	3	3	3	3	3	3
	AXYJ	DECK MACHINERY-BETWEEN DECK RAMP HOLDING WINCH	LST	1179	2	2	2	2	2	2	2	2	2	2	2
	AXYJ	DECK MACHINERY-BETWEEN DECK SNAKING WINCH	FF	1052	2	2	2	2	2	2	2	2	2	2	2
	ARCN	DECK MACHINERY-STEAM GATE HAULING	LST	1179	3	3	3	3	3	3	3	3	3	3	3
	AKKA	DECK MACHINERY-STEAM GATE HAULING	FF	1052	2	2	2	2	2	2	2	2	2	2	2
	AKKA	DECK MACHINERY-STEAM GATE HAULING	LST	1179	2	2	2	2	2	2	2	2	2	2	2

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SAC/EIC

PAGE

SAC/EIC	NAME/ENCLOSURE	DESCRIPTION	MEC	SCHEM	CASREP COUNTS			
					#1	#2	#3	#4
ALYM	DECK MACHINERY-TRCPENDU COUNTERMEASURES WINCH	FF 1052	4	3	00008	00000	00000	00000
AXRB	DECK MACHINERY-WINCH-BOW RAMP WHIST	LST 1179	2	1	00076	00155	00002	00002
AXRC	DECK MACHINERY-WINCH-BOW RAMP D'HAUL	LST 1179	2	1	00076	00155	00002	00002
AXRE	DECK MACHINERY-WINCH-BOW RAMP D'HAUL	LST 1179	2	1	00076	00155	00002	00002
WACO	DETECTORS, MIXERS AND CONVERTERS	LST 1179	4	4	00000	00000	00000	00000
AJNQ	DIESEL OIL SYSTEM-PIPING	LST 1179	4	4	00000	00000	00000	00000
ACLU	DIESEL OIL SYSTEM-PIPING-ENGINE SERVICE	LST 1179	1	2	00001	00001	00000	00000
ACLT	DIESEL OIL SYSTEM-PIPING-FILLING X TRANSFER	LST 1179	4	4	00003	00003	00000	00000
APMG	DIESEL OIL SYSTEM-PIPING-GENERATOR ENGINE SUPPLY	LST 1179	3	3	00000	00000	00000	00000
ACHT	DIESEL OIL SYSTEM-PIPING-TRANSFER	LST 1179	4	4	00003	00003	00000	00000
AJYU	DIESEL OIL SYSTEM-PIPING	LST 1179	3	3	00000	00000	00000	00000
EHLH	DIESEL OIL SYSTEM-SHIPS SERVICE TRANSFER PUMP	LST 1179	1	2	00001	00001	00000	00000
AXCL	DIESEL OIL SYSTEM-STRIPPING PUMP	LST 1179	3	3	00003	00003	00000	00000
GYP	DIRECTOR, DUMMY HK 3 MODS	FF 1052	1	2	00000	00000	00000	00000
CL1J	DIRECTOR, GUN MK 68 MOD 2 LD411900	FF 1052	1	2	00000	00000	00000	00000
AIRX	DISTILLING PLANT- MAIN	FF 1052	3	3	00000	00000	00000	00000
ARCC	DISTILLING PLANT- MAIN-DISTILLATE PUMP	FF 1052	1	2	00001	00001	00000	00000
AXKF	DISTILLING PLANT- MAIN-DISTILLATE PUMP	LST 1179	2	3	00024	00001	00000	00000
AIPJ	DISTILLING PLANT- MAIN-HEATER DRAIN PUMP	LST 1179	2	3	00028	00001	00000	00000
AQKV	DISTILLING PLANT- MAIN-HEATER DRAIN PUMP	FF 1052	3	3	00000	00000	00000	00000
APCE	DISTILLING PLANT- MAIN-PIPING	LST 1179	4	2	00023	00001	00000	00000
AJIF	DISTILLING PLANT- MAIN-PIPING-CIRCULATING PUMP	LST 1179	2	3	00006	00001	00000	00000
AJII	DISTILLING PLANT- MAIN-SALT WATER FEED PUMP	FF 1052	3	4	00006	00001	00000	00000
AWFF	DISTILLING PLANT- MAIN-SW HEATER X AIR EJECTOR COND	FF 1052	3	3	00002	00000	00000	00000
AGJB	DISTILLING PLANT- SALT WATER	LST 1179	3	3	00010	00000	00000	00000
AACJ	DISTILLING PLANT- 12000 GPD	LST 1179	4	2	00028	00001	00000	00000
ABhB	DISTILLING PLANT- 12000 GPD-SALT WATER CIRCULATING PUMP	LST 1179	2	3	00024	00001	00000	00000
AHCE	DISTILLING PLANT-CHEMICAL TREATMENT UNIT	LST 1179	2	3	00028	00001	00000	00000
AACP	DISTILLING PLANT-PIPING	LST 1179	2	3	00028	00001	00000	00000
ATCV	DISTILLING PLANT-PIPING-ACID CLEANING	FF 1052	3	3	00002	00000	00000	00000
ATCR	DISTILLING PLANT-PIPING-ARINE	FF 1052	3	3	00002	00000	00000	00000
DAYT	DISTILLING PLANT-PIPING-CONDENSATE	FF 1052	3	3	00002	00000	00000	00000
AAPY	DISTILLING PLANT-PIPING-DISTILLATE	FF 1052	3	3	00002	00000	00000	00000
ATCY	DISTILLING PLANT-PIPING-DISTILLATE PUMP	FF 1052	3	3	00002	00000	00000	00000
AYW	DISTILLING PLANT-PIPING-EVAPMATOR DRAIN	FF 1052	3	3	00002	00000	00000	00000
ABZE	DISTILLING PLANT-PIPING-FRESH WATER DISTKIBUTION PUMP	LST 1179	2	4	00028	00001	00000	00000
ATCT	DISTILLING PLANT-PIPING-GAGE CONNECTION	LST 1179	4	4	00000	00000	00000	00000
ABVH	DISTILLING PLANT-PIPING-SALT WTR CIRCULATING	FF 1052	3	3	00002	00000	00000	00000
ABZL	DISTILLING PLANT-PIPING-SALT WTR CIRCULATING	LST 1179	4	3	00010	00000	00000	00000
AXST	DISTILLING PLANT-PIPING-STEAM	FF 1052	3	3	00002	00000	00000	00000
ATET	DRAIN COLLECTING-CONDENSATE TANK	FF 1052	3	2	1	00033	00003	00003
ACCU	DRAIN COLLECTING-CONDENSATE TRANSFER PUMP	FF 1052	3	2	1	00033	00003	00003
ATEU	DRAIN COLLECTING-PIPING-CONDENSATE	FF 1052	2	3	00019	00012	00001	00000
AZL	DRAIN COLLECTING-PIPING-CONDENSATE	LST 1179	4	4	00000	00000	00000	00000
AQAZ	DRAIN COLLECTING-PIPING-STEAM X WTR X WST WTR X WST OIL	FF 1052	3	3	00027	00003	00000	00000
AQAZ	DRAIN COLLECTING-PIPING-STEAM X WTR X WST WTR X WST OIL	LST 1179	4	4	00002	00000	00000	00000
A4TU	DRAIN SYSTEM	FF 1052	4	4	00000	00000	00000	00000
C1MB	DRIVE, DIRECTION CONTROL MK 2 MU 3 LD994532	FF 1052	2	3	00019	00012	00001	00000
NYMK	DT-600/PD, DEFECTOR, RADAC	FF 1052	4	4	00000	00000	00000	00000
NYMK	DT-600/PD, DEFECTOR, RADAC	LST 1179	4	4	00000	00000	00000	00000
AACD	ELECTRIC POWER DISTRIBUTION	FF 1052	2	3	00001	00001	00000	00000
AACD	ELECTRIC POWER DISTRIBUTION	FF 1052	3	3	00004	00000	00000	00000
ARBS	ELECTRIC POWER DISTRIBUTION- ACCY UNMATCHED TO SHBD/PNL	LST 1179	4	4	00000	00000	00000	00000

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SAC/EEC NOMENCLATURE	SAF/EEC NOMENCLATURE
SAPIE	ELECTRONICS-CIRCUIT R-5K
AXXEL	ELECTRONICS-ELECTRIC CIRCUIT R-SP
ASSEL	ELECTRONICS-EQPT COOLING-PIPEIN
G197	ELEMENTS-STABLE MK 16 MODS
GARY	EXHAUST SYSTEM-EMERGENCY SSERV
BJUK	EXHAUST SYSTEM-MAIN DRIVE DIES
BULQ	EXHAUST SYSTEM-SHIPS SERVICE D
BACH	EXHAUST SYSTEM-SHIPS SERVICE D
BACY	FEEDWATER SYSTEM-AUXILIARY GLA
JAPIN	FEEDWATER SYSTEM-BOILER
APCH	FEEDWATER SYSTEM-BOILER TREATM
CACY	FEEDWATER SYSTEM-DEAERATING TA
AAZC	FEEDWATER SYSTEM-FEED CONTROL
AAZL	FEEDWATER SYSTEM-FEED DIFFEREN
AAZV	FEEDWATER SYSTEM-FEED RECIRCUL
AAZU	FEEDWATER SYSTEM-MAIN FEED BO
AAZT	FEEDWATER SYSTEM-MAIN FEED
AAZU	FEEDWATER SYSTEM-MAIN FEED PUM
AAZV	FEEDWATER SYSTEM-MAIN FEED PUM
AAZU	FEEDWATER SYSTEM-PIPING-AUXILI
AAZV	FEEDWATER SYSTEM-PIPING-CONDEN
AAZB	FEEDWATER SYSTEM-PIPING-MAIN
AAZC	FEEDWATER SYSTEM-PIPING-SUCITO
AAZH	FEEDWATER SYSTEM-PIPING-TESTIN
AAZQ	FEEDWATER SYSTEM-TESTING EQUIP
AAZS	FIELD STRENGTH AND INTERFEREN
AAZC	FIRE FIGHTING-AQUEDUS FILM FNR
ABBG	FIRE FIGHTING-FIRE PUMP INSTA
ABAZ	FIRE FIGHTING-FIRE PUMP INSTA
ABAR	FIRE FIGHTING-FIRE PUMP INSTA
ABCC	FIRE FIGHTING-FIRE PUMP INSTA
ABIN	FIRE FIGHTING-FIRE PUMP INSTA
ABIQ	FIRE FIGHTING-FIRE PUMP INSTA
ABEC	FIRE FIGHTING-FIRE PUMP INSTA
ABAZ	FIRE FIGHTING-FIRE PUMP INSTA
ABHAR	FIRE FIGHTING-FIRE PUMP INSTA
ABARIF	FIRE FIGHTING-PIPING-CO2 FIXED
ABARIG	FIRE FIGHTING-PIPING-CO2 FIXED
ABARTH	FIRE FIGHTING-PIPING-FIRE MAIN
ABASL	FIRE FIGHTING-PIPING-FIRE MAIN
ABAVL	FIRE FIGHTING-PIPING-FIRE MAIN
ABAUKU	FIRE FIGHTING-PIPING-FIRE MAIN
ABAUL	FIRE FIGHTING-PIPING-FIRE MAIN
ABAL	FIRE FIGHTING-PIPING-FIRE MAIN
ACACE	FIRE FIGHTING-PIPING-HYDRAULIC
ACAVM	FIRE FIGHTING-PIPING-MAGAZINE
ACAXEA	FIRE FIGHTING-PIPING-PROPS
ACABK	FIRE FIGHTING-PIPING-SPRINKLING
ACABM	FIRE FIGHTING-PIPING-SPRINKLING
ACAKH	FIRE FIGHTING-PIPING-WASHDOWN
ACALM	FIRE FIGHTING-PIPING-WASHDOWN
ACAN	FIRE FIGHTING-PIPING-WASHDOWN

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SAC/EIC	SAE/EIC NOMENCLATURE
FIRE	FIG-TING-SPRINKLING X FLOODING-WATER CURTAIN
FIRE	FIG-TING-VENTILATION EXHAUST DAMPER CONTROL
FOOD SERVICE-BAKE	SHOP
FOOD SERVICE-BAKE	SHM-CABINBT DUGH PROOFER
FOOD SERVICE-BAKE	SHM-FRYER DEEP RAT
FOOD SERVICE-BAKE	SHM-MIXER FOOD
FOOD SERVICE-BAKE	SHM-OVEN FOOD AO QT
FOOD SERVICE-BAKE	SHM-OVEN FAKE
FOOD SERVICE-BUTCHER	SHOP-SLICER MEAT
FOOD SERVICE-CHIEF	OFFICERS-COFFEE MAKER
FOOD SERVICE-CHIEF	OFFICERS-COFFEE MAKER
FOOD SERVICE-CHIEF	OFFICERS-COFFEE MAKER
FOOD SERVICE-CHIEF	OFFICERS-DISHWASHER
FOOD SERVICE-CHIEF	OFFICERS-GARBAGE DSPL UNI
FOOD SERVICE-CHIEF	OFFICERS-GRIDDLE
FOOD SERVICE-CHIEF	OFFICERS-GRIDDLE
FOOD SERVICE-CHIEF	OFFICERS-RANGE
FOOD SERVICE-CHIEF	OFFICERS-REFRIGERATOR
FOOD SERVICE-CHIEF	OFFICERS-REFRIGERATOR
FOOD SERVICE-CHIEF	OFFICERS-TOASTER
FOOD SERVICE-CHIEF	OFFICERS-TOASTER
FOOD SERVICE-GENERAL	
FOOD SERVICE-GENERAL	BEVERAGE DISPENSER
FOOD SERVICE-GENERAL	COFFEE URN
FOOD SERVICE-GENERAL	COUNTER FOOD
FOOD SERVICE-GENERAL	DISHWASHER SCULLERY
FOOD SERVICE-GENERAL	DISHWASHER SCULLERY
FOOD SERVICE-GENERAL	DISPLAY CASE
FOOD SERVICE-GENERAL	DISPLAY CASE
FOOD SERVICE-GENERAL	DUMA WATTER
FOOD SERVICE-GENERAL	FOOD WARMER
FOOD SERVICE-GENERAL	FROZEN FOOD CABINET
FOOD SERVICE-GENERAL	FROZEN FOOD CABINET
FOOD SERVICE-GENERAL	FRYER DEEP FAT
FOOD SERVICE-GENERAL	FRYER DEEP FAT
FOOD SERVICE-GENERAL	GARAGE DSPL UNIT
FOOD SERVICE-GENERAL	GARAGE DSPL UNIT
FOOD SERVICE-GENERAL	SCULLERY DSPL UNIT
FOOD SERVICE-GENERAL	SCULLERY DSPL UNIT
FOOD SERVICE-GENERAL	SPINDLE MEAT
FOOD SERVICE-GENERAL	SUICE CREAM FREEZER
FOOD SERVICE-GENERAL	SUICE DISPENSER
FOOD SERVICE-GENERAL	MILK DISPENSER
FOOD SERVICE-GENERAL	MILK DISPENSER
FOOD SERVICE-GENERAL	MIXER FOOD
FOOD SERVICE-GENERAL	MIXER FOOD AO QT
FOOD SERVICE-GENERAL	OVEN BAKE
FOOD SERVICE-GENERAL	SPENDER VEGETABLE
FOOD SERVICE-GENERAL	SPENDER VEGETABLE

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SAC/EIC **SAD/EIC NOMENCLATURE**

BACL FOOD SERVICE-GENERAL-REFRIGERATOR

BACL FOOD SERVICE-GENERAL-SALAD BAR

BDPF FOOD SERVICE-GENERAL-SLICER BREAD

BABN FOOD SERVICE-GENERAL-SLICER BREAD

BAAL FOOD SERVICE-GENERAL-SLICER HEAT

FOOD SERVICE-GENERAL-SLICER SOFT ICE CREAM DISPENSER

FOOD SERVICE-GENERAL-SOFT ICE CREAM PLANT-BATCH MIXER

FOOD SERVICE-GENERAL-SOFT ICE CREAM PLANT-FREEZER

FOOD SERVICE-GENERAL-SOFT ICE CREAM PLANT-HRDN CABINET

FOOD SERVICE-GENERAL-STEAM KETTLE

FOOD SERVICE-GENERAL-STEAM KETTLE

FOOD SERVICE-GENERAL-TABLE

FOOD SERVICE-GENERAL-TENDERIZER MEAT

FOOD SERVICE-GENERAL-THAW BOX

FOOD SERVICE-GENERAL-TOASTER

BHKS FOOD SERVICE-GENERAL-VEGETABLE CUTTER X SLICER

AIRI FOOD SERVICE-OFFICERS-DISHWASHER

AZSD FOOD SERVICE-OFFICERS-FRYER DEEP FAT

BOLT FOOD SERVICE-OFFICERS-FRYER DEEP FAT

ANAT FOOD SERVICE-OFFICERS-FRYER DEEP FAT

ARKA FOOD SERVICE-OFFICERS-GARBAGE DSPL UNIT

BDLX FOOD SERVICE-OFFICERS-SRIBBLE

ANAT FOOD SERVICE-OFFICERS-ICE FLAKE MAKER

AUGV FOOD SERVICE-OFFICERS-MILK DISPENSER

BOLB FOOD SERVICE-OFFICERS-MIXER FOOD 1& QT

ATFA FOOD SERVICE-OFFICERS-MIXER FOOD 1& QT

BOLF FOOD SERVICE-OFFICERS-ORANGE

BELB FOOD SERVICE-OFFICERS-REFRIGERATOR

BELB FOOD SERVICE-OFFICERS-REFRIGERATOR

AYKB FOOD SERVICE-OFFICERS-SALTING SINK

BGM FOOD SERVICE-OFFICERS-SLICER MEAT

BHQ FOOD SERVICE-OFFICERS-TOASTER

BHQ FOOD SERVICE-OFFICERS-TOASTER

MF4J FR-14410, CAVITY TUNED

MF00 FREQUENCY AND TIME MEASUREMENT INSTRUMENTS

AUVR FRESH WATER AUX SYSTEM-PIPING

AACV FRESH WATER SYSTEM AFT PIPING

AKKU FRESH WATER SYSTEM FWD PIPING

AKKV FRESH WATER SYSTEM MAIN DECK X ABOVE

ASSY FRESH WATER SYSTEM-CHLORINATION UNIT

ASSY FRESH WATER SYSTEM-COOLING UNIT

BACK FRESH WATER SYSTEM-DRINKING WATER COOLING

A14D FRESH WATER SYSTEM-DRINKING WATER COOLER SIZE 10

ARR2 FRESH WATER SYSTEM-HOT WATER HEATER

FRESH WATER SYSTEM-HOT WATER HEATER

PAGE

14

HEC SCHE

N1 43

N5

HC2

HC3

HC4

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DATE 011579

SAC/EIC 5AD/EIC NOMENCLATURE

BACL FOOD SERVICE-GENERAL-REFRIGERATOR

BACL FOOD SERVICE-GENERAL-REFRIGERATOR

BDFP FOOD SERVICE-GENERAL-SALAD BAR

BABN FOOD SERVICE-GENERAL-SLICER READ

BABN FOOD SERVICE-GENERAL-SLICER READ

BAAL FOOD SERVICE-GENERAL-SLICER HEAT

BAAL FOOD SERVICE-GENERAL-SLICER HEAT

AICZ FOOD SERVICE-GENERAL-SOFT ICE CREAM DISPENSER

ARG1 FOOD SERVICE-GENERAL-SOFT ICE CREAM PLANT-BATCH MIXER

ARGK FOOD SERVICE-GENERAL-SOFT ICE CREAM PLANT-FREEZER

ANLK FOOD SERVICE-GENERAL-SOFT ICE CREAM PLANT-MRON CABINET

BFKX FOOD SERVICE-GENERAL-STEAM KETTLE

BFKX FOOD SERVICE-GENERAL-STEAM KETTLE

BDHF FOOD SERVICE-GENERAL-TABLE

BFKV FOOD SERVICE-GENERAL-TENDERIZER MEAT

AVJM FOOD SERVICE-GENERAL-THAW BOX

BHNS FOOD SERVICE-GENERAL-TOASTER

BHNS FOOD SERVICE-GENERAL-VEGETABLE CUTTER X SLICER

AIRI FOOD SERVICE-OFFICERS-DISHRINSING SINK HEATER

AZSD FOOD SERVICE-OFFICERS-DISHWASHER

BOLT FOOD SERVICE-OFFICERS-DISHWASHER

BOLT FOOD SERVICE-OFFICERS-FRYER DEEP FAT

ANAT FOOD SERVICE-OFFICERS-FRYER DEEP FAT

ARKA FOOD SERVICE-OFFICERS-GARBAGE DSPL UNIT

ARKA FOOD SERVICE-OFFICERS-GARBAGE DSPL UNIT

BOLX FOOD SERVICE-OFFICERS-GRIDDLE

AWNT FOOD SERVICE-OFFICERS-IC FLAKE MAKER

AUCV FOOD SERVICE-OFFICERS-MILK DISPENSER

BOLB FOOD SERVICE-OFFICERS-MIXER FOOD 19 QT

ATFA FOOD SERVICE-OFFICERS-MIXER FOOD 19 QT

BOLF FOOD SERVICE-OFFICERS-RANGE

BDFB FOOD SERVICE-OFFICERS-REFRIGERATOR

BELB FOOD SERVICE-OFFICERS-REFRIGERATOR

AYKB FOOD SERVICE-OFFICERS-SANITIZING SINK

BGM FOOD SERVICE-OFFICERS-SLICE MEAT

BHQQ FOOD SERVICE-OFFICERS-TOASTER

FR-144/U, CAVITY, TURNED

WF4J FR-144/U, CAVITY, TURNED

WF00 FREQUENCY AND TIME MEASUREMENT INSTRUMENTS

AYV FRESH WATER AUX SYSTEM-PIPING

AKU FRESH WATER SYSTEM AFT PIPING

AKV FRESH WATER SYSTEM FWD PIPING

AKW FRESH WATER SYSTEM MAIN NECK X ABOVE

ASSY FRESH WATER SYSTEM-CHLORINATION UNIT

ASSY FRESH WATER SYSTEM-CHLORINATION UNIT

BACK FRESH WATER SYSTEM-DRINKING WATER COOLING

ALD FRESH WATER SYSTEM-DRINKING WATER COOLER SIZE 10

ARZ FRESH WATER SYSTEM-HOT WATER HEATER

ARR2 FRESH WATER SYSTEM-HOT WATER HEATER

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HEC SCHEME

	#1	#3	#5	#7	#9	#11	#13	#15	#17	#19	#21	#23	#25	#27	#29	#31	#33	#35	#37	#39	#41	#43	#45	#47	#49	#51	#53	#55	#57	#59	#61	#63	#65	#67	#69	#71	#73	#75	#77	#79	#81	#83	#85	#87	#89	#91	#93	#95	#97	#99	#101	#103	#105	#107	#109	#111	#113	#115	#117	#119	#121	#123	#125	#127	#129	#131	#133	#135	#137	#139	#141	#143	#145	#147	#149	#151	#153	#155	#157	#159	#161	#163	#165	#167	#169	#171	#173	#175	#177	#179	#181	#183	#185	#187	#189	#191	#193	#195	#197	#199	#201	#203	#205	#207	#209	#211	#213	#215	#217	#219	#221	#223	#225	#227	#229	#231	#233	#235	#237	#239	#241	#243	#245	#247	#249	#251	#253	#255	#257	#259	#261	#263	#265	#267	#269	#271	#273	#275	#277	#279	#281	#283	#285	#287	#289	#291	#293	#295	#297	#299	#301	#303	#305	#307	#309	#311	#313	#315	#317	#319	#321	#323	#325	#327	#329	#331	#333	#335	#337	#339	#341	#343	#345	#347	#349	#351	#353	#355	#357	#359	#361	#363	#365	#367	#369	#371	#373	#375	#377	#379	#381	#383	#385	#387	#389	#391	#393	#395	#397	#399	#401	#403	#405	#407	#409	#411	#413	#415	#417	#419	#421	#423	#425	#427	#429	#431	#433	#435	#437	#439	#441	#443	#445	#447	#449	#451	#453	#455	#457	#459	#461	#463	#465	#467	#469	#471	#473	#475	#477	#479	#481	#483	#485	#487	#489	#491	#493	#495	#497	#499	#501	#503	#505	#507	#509	#511	#513	#515	#517	#519	#521	#523	#525	#527	#529	#531	#533	#535	#537	#539	#541	#543	#545	#547	#549	#551	#553	#555	#557	#559	#561	#563	#565	#567	#569	#571	#573	#575	#577	#579	#581	#583	#585	#587	#589	#591	#593	#595	#597	#599	#601	#603	#605	#607	#609	#611	#613	#615	#617	#619	#621	#623	#625	#627	#629	#631	#633	#635	#637	#639	#641	#643	#645	#647	#649	#651	#653	#655	#657	#659	#661	#663	#665	#667	#669	#671	#673	#675	#677	#679	#681	#683	#685	#687	#689	#691	#693	#695	#697	#699	#701	#703	#705	#707	#709	#711	#713	#715	#717	#719	#721	#723	#725	#727	#729	#731	#733	#735	#737	#739	#741	#743	#745	#747	#749	#751	#753	#755	#757	#759	#761	#763	#765	#767	#769	#771	#773	#775	#777	#779	#781	#783	#785	#787	#789	#791	#793	#795	#797	#799	#801	#803	#805	#807	#809	#811	#813	#815	#817	#819	#821	#823	#825	#827	#829	#831	#833	#835	#837	#839	#841	#843	#845	#847	#849	#851	#853	#855	#857	#859	#861	#863	#865	#867	#869	#871	#873	#875	#877	#879	#881	#883	#885	#887	#889	#891	#893	#895	#897	#899	#901	#903	#905	#907	#909	#911	#913	#915	#917	#919	#921	#923	#925	#927	#929	#931	#933	#935	#937	#939	#941	#943	#945	#947	#949	#951	#953	#955	#957	#959	#961	#963	#965	#967	#969	#971	#973	#975	#977	#979	#981	#983	#985	#987	#989	#991	#993	#995	#997	#999
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SAC/616 NONENC1 AT 10/06

**SAD/EIC NOMENCLATURE
FRESH WATER SYSTEM-PIPING**

PAGE

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CASREP COUNTS	#C2	#C3	#C4
000021	00002	00000	00000
000011	00001	00000	00000
000011	00000	00000	00000
000071	00038	00001	00000
000071	00000	00000	00000
000021	00002	00000	00000
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000011	00001	00000	00000
000011	00000	00000	00000
000011	00000	00000	00000
000021	00002	00000	00000
000011	00001	00000	00000
000011	00000	00000	00000
000011	00000	00000	00000
000003	00000	00000	00000
000003	00000	00000	00000
000008	00000	00000	00000
000003	00000	00000	00000
000000	00000	00000	00000
000019	00004	00005	00000
000003	00000	00000	00000
000003	00000	00000	00000
000000	00000	00000	00000
000000	00000	00000	00000
000008	00000	00000	00000
000002	00001	00000	00000
000037	00006	00007	00000
000007	00000	00001	00000
000004	00003	00000	00000
000011	00000	00000	00000
000002	00000	00000	00000
000035	00006	00001	00000
000009	00000	00000	00000
000008	00000	00000	00000
000003	00006	00001	00000
000035	00006	00001	00000
000002	00000	00000	00000
000009	00006	00001	00000
000004	00003	00000	00000
000000	00000	00000	00000

C- B-10

DATE 011579

SACRED MONUMENTS AT THE
SACRED FESTIVAL

SAFETY NOMENCLATURE	
ACCK	GASOLINE SYSTEM-PIPING
ACLZ	GASOLINE SYSTEM-PIPING
BCGK	GASOLINE SYSTEM-PIPING
W300	GENERATORS, SIGNAL AND SWEEP
W300	GUN FIRE CONTROL SYSTEM 'K' 68
CICG	GYRO COMPASS SYSTEM
AAAG	HALTING GEAR-WINCH
AYSE	HEATING SYSTEM-DRAIN
AAEPR	HEATING SYSTEM-PIPING
AAACN	HEATING SYSTEM-PIPING-HEATER
AAAYI	HEATING SYSTEM-PIPING-SERVICE WATER HEATER
ATATP	HEATING SYSTEM-PIPING-STEAM SUPPLY X DRAIN
AAJCL	HEATING SYSTEM-PIPING-STEAM TO HEATER
AAQEX	HEATING SYSTEM-PIPING-VENTILATION HEATER
AAJYK	HEATING SYSTEM-PIPING-VENTILATION SYSTEM
AAJBF	HEATING SYSTEM-SPACE
AAABH	HEATING SYSTEM-SPACE-UNIT HEATER
AAABH	HEATING SYSTEM-VENTILATION HEATER
AAEPLQ	HEATING SYSTEM-VENTILATION HEATER
AAEPLQ	HYDRAULIC CONTROL-CONTROLLABLE PITCH PROPELLER
AACTH	HYDRAULIC CONTROL-PIPING
AAAPM	HYDRAULIC CONTROL-PIPING
AAJFU	HYDRAULIC CONTROL-SUPPLY TANK
AAAQ	IC-CIRCUIT A
AAANG	IC-CIRCUIT BC
AAH-B	IC-CIRCUIT BZ
AAVBL	IC-CIRCUIT CA X FC X G
AAV-T	IC-CIRCUIT CA X FC X G
AAVHT	IC-CIRCUIT DL
AAKAP	IC-CIRCUIT DW X MB
AAHZ	IC-CIRCUIT E
AAALU	IC-CIRCUIT EC X EF X EW
AAAMPV	IC-CIRCUIT EN X EF X 1EC X 2FC X 2EW X 3TK X 3OT
AAJXN	IC-CIRCUIT EQ X EG X MG X
AAVZH	IC-CIRCUIT EQ X EQ X MG X
AAXFG	IC-CIRCUIT EX X 1EC X 1EW
AAVJ	IC-CIRCUIT JA-J2 X XJA-XJZ
AAH-K	IC-CIRCUIT ES X R
AAHLW	IC-CIRCUIT ET
AAIDX	IC-CIRCUIT EW X 1EC X 2EC
ABCDF	IC-CIRCUIT F X FD X FH
AAVAF	IC-CIRCUIT F X FH X 2FD
AAICL	IC-CIRCUIT FG X R
AAVYX	IC-CIRCUIT FP
AAIJZ	IC-CIRCUIT FR
AAJZ	IC-CIRCUIT FR
AAJD	IC-CIRCUIT GA X GR X GW
AAAMO	IC-CIRCUIT GH X 4LG X 4PA
AAJYK	IC-CIRCUIT GH X 4PA
AULM	IC-CIRCUIT GT
AAAB	IC-CIRCUIT GS X GSP X 2LG X 2PA X 2U X 2B
AAAMF	IC-CIRCUIT HT X HE
AAAMF	IC-CIRCUIT HD X HE

PAGE

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SAC/EIC SAD/EIC NOMENCLATURE

SAC/EIC	MEC	SCHEME	STRIP CLASS	17
#1	#2	#3	#4	
ALKH	IC-CIRCUIT	IC	FF 1052	00001 00000 02000
ABPH	IC-CIRCUIT	J	LST 1179	00000 00000 00000
AEPZ	IC-CIRCUIT	JA	LST 1179	00000 00000 00000
ALIT	IC-CIRCUIT	JX	LST 1179	00000 00000 00000
AALX	IC-CIRCUIT	K	FF 1052	00000 00000 00000
ASRG	IC-CIRCUIT	KJ	LST 1179	00002 00000 00000
AVZF	IC-CIRCUIT	L	FF 1052	00000 00000 00000
AJBA	IC-CIRCUIT	L	LST 1179	00000 00000 00000
AUNY	IC-CIRCUIT	LC	FF 1052	00002 00000 00000
AALZ	IC-CIRCUIT	LC-LY	LST 1179	00012 00001 00001
AVP1	IC-CIRCUIT	MJ	FF 1052	00003 00000 00000
ACPL	IC-CIRCUIT	N	LST 1179	00000 00000 00000
AAVR	IC-CIRCUIT	PD	FF 1052	00001 00000 00000
AEFG	IC-CIRCUIT	PO	LST 1179	00000 00000 00000
AVXP	IC-CIRCUIT	QD	FF 1052	00017 00007 00007
ACSN	IC-CIRCUIT	R X RA	LST 1179	00000 00000 00000
AGAW	IC-CIRCUIT	RF	FF 1052	00000 00000 00000
AAMB	IC-CIRCUIT	S	LST 1179	00001 00000 00000
AFL	IC-CIRCUIT	SB	FF 1052	00000 00000 00000
ACSL	IC-CIRCUIT	SE	LST 1179	00000 00000 00000
AJCL	IC-CIRCUIT	TB	FF 1052	00001 00000 00000
ACSA	IC-CIRCUIT	TL	LST 1179	00002 00000 00000
AVPR	IC-CIRCUIT	TM	FF 1052	00000 00000 00000
ACZJ	IC-CIRCUIT	X 9TW	LST 1179	00001 00000 00000
ABPM	IC-CIRCUIT	VP	FF 1052	00000 00000 00000
AAPC	IC-CIRCUIT	VS	LST 1179	00000 00000 00000
AAPC	IC-CIRCUIT	Y	FF 1052	00003 00007 00000
BKVM	IC-CIRCUIT	IA X 1B X 8PG	LST 1179	00000 00018 00000
AIBG	IC-CIRCUIT	IRC X 1EW	FF 1052	00000 00000 00000
AIKK	IC-CIRCUIT	1MC X 6MC	LST 1179	00000 00000 00000
AK-R	IC-CIRCUIT	1PB	FF 1052	00001 00000 00000
AIPY	IC-CIRCUIT	1SB X 2SB	FF 1052	00002 00000 00000
AIPY	IC-CIRCUIT	1SB X 2SB	LST 1179	00000 00000 00000
AUVE	IC-CIRCUIT	1TK	FF 1052	00000 00000 00000
ANBW	IC-CIRCUIT	1VR	LST 1179	00000 00000 00000
APTM	IC-CIRCUIT	2FC X 2ED X 2FP X 2EW	FF 1052	00000 00000 00000
AVPF	IC-CIRCUIT	2JV	LST 1179	00000 00000 00000
AXAU	IC-CIRCUIT	2TK	FF 1052	00000 00000 00000
AVHA	IC-CIRCUIT	21MC X 26MC X 48MC	LST 1179	00000 00000 00000
AACZ	IC-CIRCUIT	26MC	FF 1052	00002 00000 00000
ARLE	IC-CIRCUIT	3PG	FF 1052	00000 00000 00000
AWRN	IC-CIRCUIT	3TK	LST 1179	00000 00000 00000
AXIV	IC-CIRCUIT	3TR	FF 1052	00000 00000 00000
AWZD	IC-CIRCUIT	3VP	LST 1179	00000 00000 00000
AANC	IC-CIRCUIT	4U	FF 1052	00000 00000 00000
AQBE	IC-CIRCUIT	4VR	LST 1179	00000 00000 00000
AXJJ	IC-CIRCUIT	5TK	FF 1052	00000 00000 00000
APSQ	IC-CIRCUIT	5TH	FF 1052	00000 00000 00000
AVPX	IC-CIRCUIT	55MC	LST 1179	00000 00000 00000
ASTF	IC-CIRCUIT	6PA X 6R X 6VB X 9PA X 9R X 9VB	FF 1052	00000 00000 00000
AURE	IC-CIRCUIT	6TK	FF 1052	00000 00000 00000
AXIS	IC-CIRCUIT	7EL	FF 1052	00000 00000 00000

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SAC/FIC	SAF/EIC NOMENCLATURE
AWG	IC-CIRCUIT 7F
AMDA	IC-CIRCUIT 9F
ATCD	IC-SHIP CONTROL CONSOLE
BIJQ	IC-SHIP CONTROL CONSOLE ENGINE
ARMY	IC-SHIP CONTROL CONSOLE PILOT
ARMZ	IC-SHIP CONTROL STEERING CONSO
BIJR	IC-SSEY DIESEL GENERATOR SHUT
BJFF	IC-STEERING POWER FAILURE ALAR
AMW	IC-TELEPHONE SYSTEM-SOUND POME
AMW	IC-TUBE SYSTEM PNEUMATIC
AMW	IC/RPM-8, PHOTOGRAH-3 SPEED
AEVD	ICF EQUIPMENT
H708	IM-1434/PC, RADIOMETER, INDICAT
M600	IM-1434/PD, DOSIMETER, INDICAT
WNAE	IM-1434/PD, DOSIMETER, INDICAT
G7M2	INDICATOR, BEARING AND RANGE M
G7M2	INDICATOR, BEARING AND RANGE M
AIUQ	INSTRUMENTS X TESTING EQUIPMN
AAUJ	INSTRUMENTS-X-GAGE APPLICATION
AMUP	INSTRUMENTS-INDICATOR
AVGH	INSTRUMENTS-TANK LEVEL INDICAT
ARCT	INSTRUMENTS-TESTING EQUIPMENT
N800	INTERCPT AND ANALYSIS SYSTEM
QF1W	KIK-1875SEC CODE KEY, CRYPTO
QF1W	KIK-1875SEC CODE KEY, CRYPTO
QF1E	KIK-3775SEC
QF1E	KWA-3775SEC
BJJU	LAMPS-DEFUELING PUMP
AZJA	LAMPS-HELD HANGER
AZJC	LAMPS-LIGHTING FLIGHT OPERATION
AZJF	LAMPS-PIPING-LP AIR
AZKP	LAMPS-POWER DISTRIBUTION
AZJD	LAMPS-POWER SUPPLY-MED STARTI
AZJG	LAMPS-SHIP AVIATION SPECIAL AI
BDCH	LAMPS-SHIP AVIATION SPECIAL AI
ATEK	LAUNDRY-DRYER 37X30
BBYS	LAUNDRY-MARKING MACHINE
AMPK	LAUNDRY-PRESS
ALCK	LAUNDRY-SHIRT FOLDING
BIJE	LAUNDRY-WASHER EXTRACTOR UNIT
BIJE	LAUNDRY-WASHER EXTRACTOR UNIT
AFFG	LAUNDRY-DRY CLEANING PLANT-PRE
FFFG	LAUNDRY-DRY CLEANING PLANT-SEW
ALCL	LAUNDRY-DRY CLEANING PLANT-SW
AQZX	LIGHTING FLIGHT OPERATIONS-NIG
AQZX	LIGHTING FLIGHT OPERATIONS-NIG
AACB	LIGHTING NAVIGATIONAL-AIRCRAFT
AMHZ	LIGHTING NAVIGATIONAL-ANCHOR
AJJB	LIGHTING NAVIGATIONAL-BOAT BNO
ASJB	LIGHTING NAVIGATIONAL-COVER
AMHA	LIGHTING NAVIGATIONAL-M

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DATE	011579	SAC/EIC	SAO/EIC	NOHOMENCLATURE
AJHC	LIGHTING	NAVIGATIONAL-MASTHEAD	NAVIGATIONAL-MASTHEAD	
AJHC	LIGHTING	NAVIGATIONAL-MASTHEAD	NAVIGATIONAL-MASTHEAD	
APVH	LIGHTING	NAVIGATIONAL-RUNNING	NAVIGATIONAL-RUNNING	
AEQ	LIGHTING	NAVIGATIONAL-RUNNING	NAVIGATIONAL-RUNNING	
ANGR	LIGHTING	NAVIGATIONAL-RUNNING	NAVIGATIONAL-RUNNING	
ANGR	LIGHTING	NAVIGATIONAL-RUNNING	NAVIGATIONAL-RUNNING	
AJUX	LIGHTING	NAVIGATIONAL-RUNNING	NAVIGATIONAL-RUNNING	
AJUX	LIGHTING	NAVIGATIONAL-RUNNING	NAVIGATIONAL-RUNNING	
AJHG	LIGHTING	NAVIGATIONAL-SIGNAL FIXED	NAVIGATIONAL-SIGNAL FIXED	
APRG	LIGHTING	NAVIGATIONAL-SIGNAL CONTACT	NAVIGATIONAL-SIGNAL CONTACT	
APT	LIGHTING	NAVIGATIONAL-SPEED	NAVIGATIONAL-SPEED	
APIT	LIGHTING	NAVIGATIONAL-SPEED X AIRCRAFT WARNING	NAVIGATIONAL-SPEED X AIRCRAFT WARNING	
AMIB	LIGHTING	NAVIGATIONAL-STATION KEEPING	NAVIGATIONAL-STATION KEEPING	
ASCV	LIGHTING	NAVIGATIONAL-STERN	NAVIGATIONAL-STERN	
AMIC	LIGHTING	NAVIGATIONAL-STERN	NAVIGATIONAL-STERN	
AMIC	LIGHTING	NAVIGATIONAL-TOWING	NAVIGATIONAL-TOWING	
ARAN	LIGHTING	NAVIGATIONAL-TOWING	NAVIGATIONAL-TOWING	
ARAN	LIGHTING	NAVIGATIONAL-UNDERWATER TASK	NAVIGATIONAL-UNDERWATER TASK	
AQKY	LIGHTING	NAVIGATIONAL-UNDERWATER TASK	NAVIGATIONAL-UNDERWATER TASK	
AQKY	LIGHTING	NAVIGATIONAL-UNDERWATER TASK	NAVIGATIONAL-UNDERWATER TASK	
AMID	LIGHTING	NAVIGATIONAL-WAKE	NAVIGATIONAL-WAKE	
AMID	LIGHTING	NAVIGATIONAL-WAKE	NAVIGATIONAL-WAKE	
AATS	LIGHTING	PORTABLE HAND	PORTABLE HAND	
APRC	LIGHTING	PORTABLE HAND	PORTABLE HAND	
AXAXA	LIGHTING	REPLENISHMENT AT SEA	REPLENISHMENT AT SEA	
AJHV	LIGHTING	SPACE-BERTHING	SPACE-BERTHING	
AJHV	LIGHTING	SPACE-DESK	SPACE-DESK	
AAPF	LIGHTING	SPACE-EMERGENCY	SPACE-EMERGENCY	
AMCD	LIGHTING	SPACE-FLOODLIGHT	SPACE-FLOODLIGHT	
AMCD	LIGHTING	SPACE-FLUORESCENT	SPACE-FLUORESCENT	
AAHP	LIGHTING	SPACE-FLUORESCENT	SPACE-FLUORESCENT	
AAHP	LIGHTING	SPACE-INANDESCENT	SPACE-INANDESCENT	
AAHW	LIGHTING	SPACE-INANDESCENT	SPACE-INANDESCENT	
P159	LN-6A	RADAR SET	RADAR SET	
P159	LN-6A	RADAR SET	RADAR SET	
AJAN	LUBE OIL	SYSTEM-BLOW X TANK VENT	SYSTEM-BLOW X TANK VENT	
AJTT	LUBE OIL	SYSTEM-FILLING X TRANSFER	SYSTEM-FILLING X TRANSFER	
AKCT	LUBE OIL	SYSTEM-FILLING X TRANSFER	SYSTEM-FILLING X TRANSFER	
AJW	LUBE OIL	SYSTEM-HEATER	SYSTEM-HEATER	
GAAT	LUBE OIL	SYSTEM-MN SERVICE	SYSTEM-MN SERVICE	
AMZB	LUBE OIL	SYSTEM-MN SERVICE	SYSTEM-MN SERVICE	
BHEB	LUBE OIL	SYSTEM-MN SERVICE	SYSTEM-MN SERVICE	
AADR	LUBE OIL	SYSTEM-PIPING	SYSTEM-PIPING	
ANFR	LUBE OIL	SYSTEM-PIPING-FILLING X TFR X PURIFIER	SYSTEM-PIPING-FILLING X TFR X PURIFIER	
ANFR	LUBE OIL	SYSTEM-PIPING-FILLING X TFR X PURIFIER	SYSTEM-PIPING-FILLING X TFR X PURIFIER	
ATCV	LUBE OIL	SYSTEM-PURIFIER TRANSFER	SYSTEM-PURIFIER TRANSFER	
ANFJ	LUBE OIL	SYSTEM-PIPE-SERVICE X TRANSFER X P	SYSTEM-PIPE-SERVICE X TRANSFER X P	
BABS	LUBE OIL	SYSTEM-PURIFIER HEATER	SYSTEM-PURIFIER HEATER	
BABS	LUBE OIL	SYSTEM-PURIFIER HEATER	SYSTEM-PURIFIER HEATER	
AMPT	LUBE OIL	SYSTEM-PURIFIER HEATER	SYSTEM-PURIFIER HEATER	

DATE 01/15/79

B-20

DATE 011579
SAC/EIC
AJKWW
AJPG
ARJWW
MCBCN
WRCQ
WNC83
WNC9D
WNC9D
ASX1
AUUJP
AUUQ
AEKVK
AVRR
QUQUO
BAC1
AJYX
EAAA
SEAA
PG1E
PG1E
AVQH
BAAH
BAAH
ALALAZ
BCDJ
ANYS
P636
AASD
AASD
ASXS
ASXS
QP30
QP30
AASV
AASV
WGE
WGCQ
WPGO
AAPI
ANIR
ATTR
AUAC
ASCJ
AMSK
AMRD
AXTM
AXTM
AAXFN
AFHM
AFHM
AYYA
AXCG
AAAA
AVPV
ASKM

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SAC/EIC	SAE/IEC NOMENCLATURE
BGAU	PUMPING X DRAINAGE STEERING GEAR, ROOM PUMP
QB3A	R-10115/JUR, RECEIVER, RADIO
QB3A	R-10119/JUR, RECEIVER, RADIO
QB37	R-394/JUR, RECEIVER, MF
P100	RADAR SURFACE SEARCH
AX100	RADAR X RADAR-AN SPS-10F
QP31	RD-366(V)1/JUR, RECORDER-REPRODUCER, SIGNAL DATA
QP33	RD-367(JUR, RECORDER-REPRODUCER, SIGNAL DATA, S
G1RA	RECORDERS, TEST PRINTERS, CAMERAS, MAGNETIC T
WL00	RECORDING AND PROJECTION SYSTEMS
M7C0	REFRIGERATION-PLANT
BADD	REFRIGERATION-PLANT
AMVK	REFRIGERATION-SHIP STORES, COMPRESSOR
AMVL	REFRIGERATION-CONDENSER SALT WATER CIRC
ACED	REFRIGERATION-PIPING-FREON
ASSS	REFRIGERATION-PIPING-SALT WATER
AADE	REFRIGERATION-PIPING-SALT WATER
AACE	REFRIGERATION-PIPING-SALT WATER
ASNC	REPLENISHMENT AT SEA
QD85	AT-54/VAC, TRANSEIVER, UHF
QC3A	SA-1199/JUR, SECURE SWITCH
QC3A	SA-1499/JUR, SECURE SWITCH
Q357	SA-744/SU, SWITCH
QC1W	SA-770/UB, SWITCH, SELECTOR = RECEIVER-TRANS
QC1W	SA-770/UP, SWITCH, SELECTOR = RECEIVER-TRANS
BC1X	SALT WATER SYSTEM-FLUSHING PUMP
ALCY	SALT WATER SYSTEM-PIPING
ALCY	SALT WATER SYSTEM-PIPING-AUX MACHINERY COOL
ANFN	SALT WATER SYSTEM-PIPING-AUX MACHINERY COOL
ANED	SALT WATER SYSTEM-PIPING-AUX MACHINERY COOL
ANED	SALT WATER SYSTEM-PIPING-AUX MACHINERY COOL
ACEH	SALT WATER SYSTEM-PIPING-DIESEL ENGINE COOL
A1UR	SALT WATER SYSTEM-PIPING-EMER DIESEL ENGINE
AQKA	SALT WATER SYSTEM-PIPING-FIRE MAIN
AAMJ	SALT WATER SYSTEM-PIPING-FLUSHING
AAMJ	SALT WATER SYSTEM-PIPING-FLUSHING
ACDV	SALT WATER SYSTEM-PIPING-LUBF OIL COOLER
AGBF	SALT WATER SYSTEM-PIPING-MACHINERY SPACES
ABBT	SALT WATER SYSTEM-PIPING-MAIN CIRCULATING
ANFQ	SALT WATER SYSTEM-PIPING-MAIN COOLING SYST
AVPG	SALT WATER SYSTEM-PIPING-SEA CHEST
APHA	SALT WATER SYSTEM-PIPING-SHAFT BEARING COOL
APRL	SALT WATER SYSTEM-PIPING-STERN TUBE
AVGG	SALT WATER SYSTEM-VALVE INDICATION/OPÉRATI
AJCS	SALVAGE SYSTEM-MAIN BALTAST TANK
ASIN	SANITATION-HIT AIR HAND DRIVER
BMBX	SANITATION-HIT AIR HAND TRAVER
ARRS	SANITATION-LAVATORY
ASUQ	SANITATION-PIPING
ASCI	SANITATION-PLUMBING DRAINS
AXCX	SANITATION-ON-SEAWAGE TREATMENT
ASIN	SANITATION-HIT N-SHOWER Y LAVATORY
BMBX	SANITATION-URINAL

MEC SCHEME	CASEREP COUNTS			
	#C2	#C3	#C4	#C5
M1	00000	00000	00000	00000
M2	00002	00003	00000	00000
M3	00002	00003	00000	00000
M4	00004	00002	00000	00005
M5	00001	00000	00000	00000
M6	00003	00000	00000	00000
M7	00001	00000	00000	00000
M8	00004	00001	00000	00000
M9	00000	00000	00000	00000
M10	00007	00000	00000	00000
M11	00007	00000	00000	00000
M12	00015	00002	00000	00000
M13	00003	00002	00000	00000
M14	00007	00002	00000	00000
M15	00001	00002	00000	00000
M16	00000	00000	00000	00000
M17	00000	00000	00000	00000
M18	00000	00000	00000	00000
M19	00000	00000	00000	00000
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M91	00000	00000	00000	00000
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M93	00000	00000	00000	00000
M94	00000	00000	00000	00000
M95	00000	00000	00000	00000

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SAC/EIC SIGNALING SIGHT-YARDARM ALINKER
 AABE SMALL BOAT HANDLING
 AAAB SMALL BOAT HANDLING-DAVIT
 AACW SMALL BOAT HANDLING-HST X LWR-MOTOR WHALEBOAT
 AUFG SMALL BOAT HANDLING-HST X LWR-PERSONNEL BOAT
 ASND SMALL BOAT HANDLING-HST X LWR-MINCH
 DCCA SMALL BOATS-LCP
 AACG SMALL BOATS-LCP L
 EGIR SMALL BOATS-LCP L MK4
 ANRY SMALL BOATS-LCP L MK4 ENGINE
 ANHZ SMALL BOATS-LCP L MK4 ENGINE
 BGIS SMALL BOATS-LCPV
 ACCB SMALL BOATS-MOTOR WHALEBOAT
 BAGC SMALL BOATS-MOTOR WHALEBOAT ENGINE
 AANV SMALL BOATS-MOTOR WHALEBOAT ENGINE
 BCRM SMALL BOATS-PERSONNEL BOAT
 ABRN SMALL BOATS-PERSONNEL BOAT ENGINE
 A11S SMALL BOATS-PUNT
 AQIT SONAR SYSTEM-DOME AIR SUPPLY
 B4HD SONAR SYSTEM-DOME ELECTRICAL CONTROL
 BJYI SONAR SYSTEM-DOME PRESSURIZATION
 BJKZ SONAR SYSTEM-DOME WATER SUPPLY
 BJJE SONAR SYSTEM-TURNTABLE
 AHP1 SONAR SYSTEMS-NAVIGATION
 R5CO R510 ATCR SONAR X RADAR-FLUID SYSTEM
 AMUD SONAR X RADAR-FLUID SYSTEM EXPANSION TANK
 ATCS SONAR X RADAR-FLUID SYSTEM PUMP
 AMD SONAR X RADAR-PIPING-CHILLED WATER
 AWIC SONAR X RADAR-PIPING-FLUID SYSTEM
 AUPC SONAS X RADAR-PIPING-SALT WATER
 WKKO SPECIAL PURPOSE TEST EQUIPMENT
 Z000 SPECIAL/MISCELLANEOUS/UNCODED ITEMS
 Z000 SPECIAL/MISCELLANEOUS/UNCODED ITEMS
 AB78 STEAM X EXHAUST-PIPING-AUX EXH
 AB5D STEAM X EXHAUST-PIPING-AUX STEAM
 ABSD STEAM X EXHAUST-PIPING-AUX STEAM-FROM SHORE
 ABSV STEAM X EXHAUST-PIPING-AUX STEAM-GALLEY SERVICE
 AAJF STEAM X EXHAUST-PIPING-AUX STEAM-TO HEATING SYSTEM
 ABFD STEAM X EXHAUST-PIPING-AUX STEAM-TO HOT WATER TANK
 ABEQ STEAM X EXHAUST-PIPING-AUX STEAM LAUNDRY
 ABFA STEAM X EXHAUST-PIPING-AUX STEAM-TO LAUNDRY
 ABFA AWAY STEAM X EXHAUST-PIPING-AUX STEAM-150 LB X 1200 LB MAIN
 ATRM STEAM X EXHAUST-PIPING-AUX STEAM-50 LB MAIN
 AYXR STEAM X EXHAUST-PIPING-AUX STEAM-50 LB X 100 LB MAIN
 A1SE STEAM X EXHAUST-PIPING-BRILLER BLOW LINE
 ASSP STEAM X EXHAUST-PIPING-DRAIN
 AAXH STEAM X EXHAUST-PIPING-DRAIN-AUX STEAM
 AAXR STEAM X EXHAUST-PIPING-DRAIN-SHIP TURBINE
 ARKO STEAM X EXHAUST-PIPING-DRAIN-LAUNDRY
 APKF STEAM X EXHAUST-PIPING-DRAIN-MAIN STEAM X AUX STEAM
 ACFU STEAM X EXHAUST-PIPING-DRAIN-OIL TANK HEATING COIL
 ABEX STEAM X EXHAUST-PIPING-IN STEAM
 AGAD STEAM X EXHAUST-PIPING-IN STEAM-DESUPERHEATER OUTLET

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SAC/EIC	SCHEM	CLASS	CASSREP COUNTS				
			#1	#3	#5	#C2	#C3
ABE	FF	1052	4	4	3	00000	00000
AAAB	FF	1052	2	2	2	00008	00008
AACW	LST	1179	3	1	2	00038	00112
AUFG	FF	1052	3	3	3	00027	00001
ASND	FF	1052	4	3	3	00001	00000
DCCA	LST	1179	3	3	3	00002	00000
AACG	LST	1179	4	4	4	00000	00000
EGIR	LST	1179	2	2	2	00001	00000
ANRY	LST	1179	1	3	3	00031	00003
ANHZ	LST	1179	1	3	3	00030	00003
BGIS	LST	1179	2	3	3	00022	00000
ACC	FF	1052	3	2	3	00000	00001
BAGC	LST	1179	4	4	4	00002	00000
AANV	FF	1052	2	3	3	00037	00000
BCRM	FF	1052	4	4	4	00003	00000
ABRN	FF	1052	3	3	3	00003	00000
A11S	LST	1179	4	4	4	00000	00000
AQIT	FF	1052	3	3	3	00002	00000
B4HD	FF	1052	1	3	3	00079	00000
BJYI	FF	1052	4	4	4	00014	00000
BJKZ	FF	1052	4	4	4	00001	00000
BJJE	FF	1052	3	3	3	00001	00000
AHP1	FF	1052	3	3	3	00023	00000
R5CO	LST	1179	4	4	4	00002	00001
R510	FF	1052	3	3	3	00003	00001
ATCR	FF	1052	3	3	3	00004	00000
AMUD	FF	1052	3	3	3	00005	00001
ATCS	FF	1052	3	3	3	00006	00001
AMD	FF	1052	3	3	3	00006	00001
AWIC	FF	1052	3	3	3	00006	00001
AUPC	FF	1052	3	3	3	00006	00001
WKKO	LST	1179	4	4	4	00000	00000
Z000	FF	1052	3	3	3	00002	00003
Z000	LST	1179	4	4	4	00000	00000
AB78	FF	1052	2	2	2	00022	00004
AB5D	FF	1052	1	1	1	00007	00002
ABSD	LST	1179	0	0	0	00000	00000
ABSV	LST	1179	0	0	0	00000	00000
AAJF	LST	1179	0	0	0	00000	00000
ABFD	LST	1179	0	0	0	00000	00000
ABEQ	LST	1179	0	0	0	00000	00000
ABFA	FF	1052	2	2	2	00007	00002
ABFA	LST	1179	2	2	2	00000	00000
AWAY	FF	1052	2	2	2	00001	00002
ATRM	FF	1052	2	2	2	00001	00002
AYXR	FF	1052	2	2	2	00001	00002
A1SE	LST	1179	2	2	2	00001	00000
ASSP	LST	1179	0	0	0	00000	00000
AAXH	LST	1179	0	0	0	00000	00000
AAXR	FF	1052	1	1	1	00033	00004
ARKO	LST	1179	0	0	0	00000	00000
APKF	LST	1179	0	0	0	00000	00000
ACFU	FF	1052	1	1	1	00007	00005
ABEX	FF	1052	1	1	1	00001	00005
AGAD	FF	1052	0	0	0	00039	00023

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SAC/EIC	
STEAM X	EXHAUST-PIPING-STEAM SEALING-TURBINE ALING
STEAM X	EXHAUST-PIPING-STEAM SEALING-TURBINE GENERATOR
STEAM X	EXHAUST-PIPING-TURBINE CROSSOVER
STEAM X	EXHAUST-VALVE INDICATION/OPERATION
STEERING	
STEERING	
STEERING-MAIN	STEERING-MAIN
STEERING-MAIN	STEERING-MAIN STEERING GEAR PUMP
STEERING-MAIN	STEERING-MAIN STEERING GEAR PUMP
STEERING-HANDLING-CONVERGE NO 1	
TARGET	DESIGNATION CONVENTER MK 67 MOD 0 26622961
TA-700L	TELEPHONE SET
QB5HEA	TELEPHONIC SYSTEM, SOUND POWERED
M4C3	TELEPHONIC SYSTEM, SOUND POWERED
M4C3	TELEVISION SYSTEMS-GENERAL
M100	TEST EQUIPMENT, SPECIAL - COMMUNICATIONS
QKFIN	TEST EQUIPMENT, SPECIAL - COMMUNICATIONS
QKROO	TEST EQUIPMENT, SPECIAL - COMMUNICATIONS
G1P3	TESTER, DYNAMIC MK 2 MOD 3
JYJBA	TESTER, SYNCHRO MK 33 MOD 0
JYJBA	TESTER, SYNCHRO MK 33 MOD 0
WHWHO	TESTERS, COMPONENT
WHMCO	TESTERS, CIRCUIT
WPK50	TK-1 LAB BUG TOOL SET, TELETYPE
HALP	TOOLS X EQUIPMENT
QDCC	TRANSCIVERS - COMMUNICATIONS
W5CO	TRANSDUCERS ACCUSTIC, IF, TEMPERATURE, PRESSURE, ETC
G7JB	TRANSMITTER, TARGET DESIGNATION MK 23 MOD 0
QE00	TRANSMITTERS - COMMUNICATIONS
QED0	TRANSMITTERS - COMMUNICATIONS
WHH1P	TS-1100AU, TEST SET, TRANSISTOR
WHH1P	TS-110AU, TEST SET, TRANSISTOR
WQ37	TS-1370AU, ANALYZER, SPECTRUM
WQ37	TS-137AU, ANALYZER, SPECTRUM
W376	TS-147AU, TEST SET
W376	TS-147F/UP, TEST SET
WQ1R	TS-145F/UP, TEST SET
WQ1R	TS-155F/UP, ANALYZER, SPECTRUM
W812	TS-1711/1, TEST SET, RF POWER
WF512	TS-1-6F/JP, METER, FREQUENCY
WQ39	TS-2A16/UGH TEST SET, TELEGRAPH
WQ39	TS-2A16/UGH TEST SET, TELEGRAPH
WQ3A	TS-2A48/UGH TEST SET, CRYSTAL RECTIFIER
WQ3A	TS-2A48/UGH TEST SET, CRYSTAL RECTIFIER
WKK4F	TS-648/UG, TEST SET, TELETYPEWRITER
QF0C	TSPEC/KG-14
QF0C	TSEC/KG-14
QF0C	TSFC/KG-36
QF1V	TSEC/KL-47
QF1V	TSFC/K-47
QF1V	TSEC/K-37
QF1V	TSEC/K-37
QF1V	TSEC/K-37

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SAC/EIC	SAE/EIC NOMENCLATURE
AVAVNS	VENTILATION SYSTEM=2-103-1
ACCSW	VENTILATION SYSTEM=2-113
AZEH2	VENTILATION SYSTEM=2-117
AZEH3	VENTILATION SYSTEM=2-130
AZEPB	VENTILATION SYSTEM=2-141
AZEPB	VENTILATION SYSTEM=2-141-2
AZEPB	VENTILATION SYSTEM=2-143
ADRP	VENTILATION SYSTEM=2-151
AJAHM	VENTILATION SYSTEM=2-159-2
AJAHM	VENTILATION SYSTEM=2-160-1
AJAHM	VENTILATION SYSTEM=2-171
AJAHM	VENTILATION SYSTEM=2-174
AJAHM	VENTILATION SYSTEM=2-178
AJAHM	VENTILATION SYSTEM=2-179
AJAHM	VENTILATION SYSTEM=2-193
AJAHM	VENTILATION SYSTEM=2-206
AJAHM	VENTILATION SYSTEM=2-211-1
AJAHM	VENTILATION SYSTEM=2-210
AJAHM	VENTILATION SYSTEM=2-214
AJAHM	VENTILATION SYSTEM=2-226
AJAHM	VENTILATION SYSTEM=2-42-2
AEXG	VENTILATION SYSTEM=2-51-1
AEXG	VENTILATION SYSTEM=2-69
AEXG	VENTILATION SYSTEM=2-71
AEXG	VENTILATION SYSTEM=2-71-1
AEXG	VENTILATION SYSTEM=2-72
AEXG	VENTILATION SYSTEM=2-74-1
AEXG	VENTILATION SYSTEM=2-82
AEXG	VENTILATION SYSTEM=2-87
AEXG	VENTILATION SYSTEM=3-113-1
AEXG	VENTILATION SYSTEM=3-136-1
AEXG	VENTILATION SYSTEM=3-165-1
AEXG	VENTILATION SYSTEM=3-31-2
AJWU	VENTILATION SYSTEM=4-126
ABRU	VENTILATION SYSTEM=4-133
ABRU	VENTILATION SYSTEM=4-134
ABRU	VENTILATION SYSTEM=4-139
ABRU	VENTILATION SYSTEM=4-149
ABRU	VENTILATION SYSTEM=4-151
ABRU	VENTILATION SYSTEM=4-153
ABRU	VENTILATION SYSTEM=4-164
ABRU	VENTILATION SYSTEM=4-167
ABRU	VENTILATION SYSTEM=4-170
ABRU	VENTILATION SYSTEM=4-175-1
AJWU	VENTILATION SYSTEM=4-178
AJWU	VENTILATION SYSTEM=4-194-2
AJWU	VENTILATION SYSTEM=4-207
AJWU	VENTILATION SYSTEM=4-86-
AJWU	VENTILATION SYSTEM=4-92
AJWU	VENTILATION SYSTEM=4-960
AJWU	VENTILATION SYSTEM=4-960

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SAC/EIC	SAO/EIC NOMENCLATURE	
WCCO	VOLTAGE AND CURRENT MEASUREMENT INSTRUMENTS	
WCCO	VOLTAGE AND CURRENT MEASUREMENT INSTRUMENTS	
QACW	VS-11B/SAT CONVERTER-SEARCHLIGHT	
WAAB	WEAPON SYSTEM ASROC	
WAARN	WEAPON SYSTEM ASROC-FC MK114 EQPT	
WAAG	WEAPON SYSTEM ASROC-LAUNCHING GROUP EQPT	
WAAH	WEAPON SYSTEM ASROC-MISSILE	
WAARN	WEAPON SYSTEM BASIC POINT DEFENSE-CONTROL PANEL	
WAARX	WEAPON SYSTEM BASIC POINT DEFENSE-LAUNCHER	
WAARY	WEAPON SYSTEM BASIC POINT DEFENSE-TEST EQPT	
WAUX	WEAPON SYSTEM HARMON	
WAAP	WEAPON SYSTEM MISCELLANEOUS EQPT	
WAARZ	WEAPON SYSTEM MISSILE-HANDLING EQPT	
WAAT	WEAPON SYSTEM MISSILE-REPAIR PARTS	
WAATA	WEAPON SYSTEM SMALL ARMS-REPAIR PARTS	
WAAMA	WEAPON SYSTEM SMALL ARMS-REPAIR PARTS	
WAAY	WEAPON SYSTEM TORPEDO-LAUNCHER MK32-EQPT	
WAABE	WEAPON SYSTEM TORPEDO-TORPED MK46	
WAABF	WEAPON SYSTEM 3IN/50-TWIN MNT	
WAABT	WEAPON SYSTEM 3IN/50-TWIN MNT-EQPT	
WAACZ	WEAPON SYSTEM 5IN/54-SINGLE MNT-EQPT	
WAJZ	WEAPON SYSTEM 5OCAL-EQPT	
WCKZ	WEAPON SYSTEM 5OCAL-WEAPON CHECKOUT	
WD3H	ZH-11B/U, BRIDGE, CLR	
WD3H	ZH-11B/U, BRIDGE, CLR	
WD3H	ZH-44/U, BRIDGE, RESISTANCE	
WD3H	Q9546-SPEAKER AMPLIFIER UNIT	
Q793	Q9546-SPEAKER AMPLIFIER UNIT	

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5. AUTHOR(S) (First name, middle initial, last name) R. J. Gabriel		
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d.		
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13. ABSTRACT This study evaluates a proposal for coding military essentiality and for varying shipboard support by this essentiality. The objective is to determine the feasibility of using historical CASREP (Casualty Reporting System) data to code item essentiality and to determine the impact of this coding in an essentiality variable support level COSAL (Coordinated Shipboard Allowance List) model. The impact was measured in terms of range of items stocked, investment, effectiveness, and reductions in CASREP requisitions. The study showed that the approach is technically feasible given the availability of required data. Although slightly decreasing overall support, the approach did increase support for high essentiality items. However, the validity of the assigned essentiality codes could not be ascertained. To do so will require review by qualified Fleet and/or technical personnel. Within the current investment levels, the approach did not appreciably reduce CASREP requisitions.		

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